

THE WAR IN PICTURES

AUG 23rd 1917

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Illustrated Weekly Newspaper



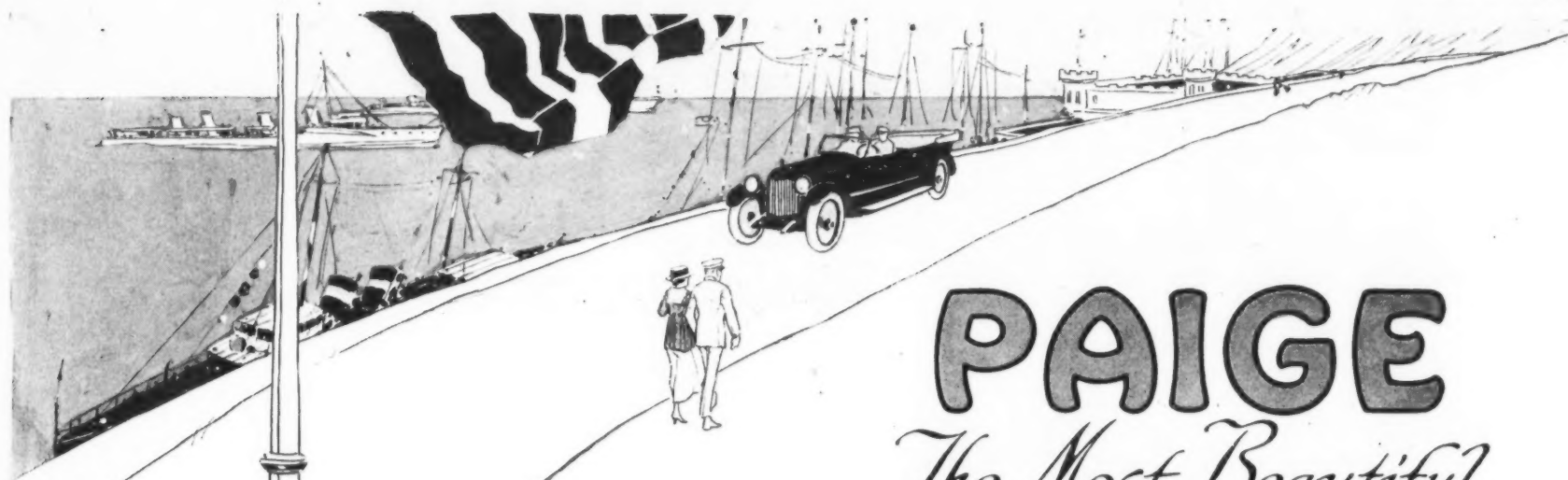
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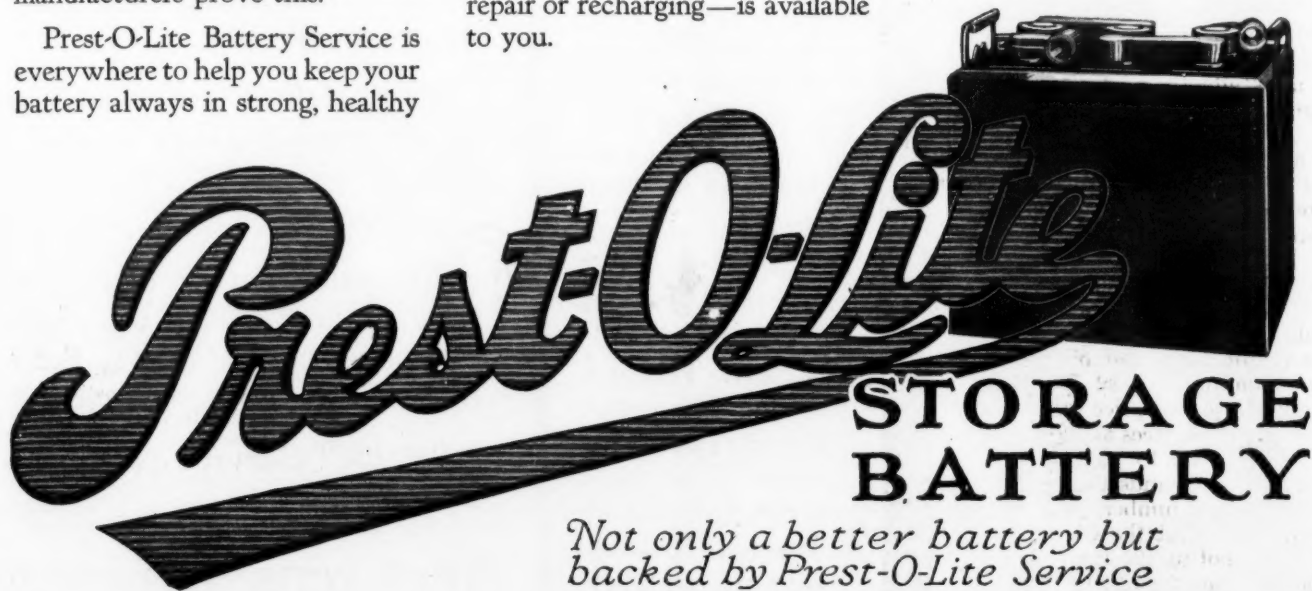
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ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust!"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXV THURSDAY, AUGUST 23, 1917 No. 3233

Lies Nailed

By SENATOR JOHN SHARP WILLIAMS

A SENATOR wants to persuade us that it is the rich man's war and the poor man's fight. I heard all that gammon and demagoguery in the South after the Civil War. It was a lie then as it is now. I am getting very tired of somebody saying it is a Wall Street war. It is a lie. Wall Street and the money power of the capitalists did not sink the *Lusitania* and send to the judgment of God those men, women and children unshriven. Wall Street did not sink the *Arabic*. Wall Street did not sink the *Sussex*. Wall Street did not sink the *Algonquin* with the American flag on her main staff.

Price Fixing and Bread

UNDER the pressure of public opinion the British Government has been compelled to secure a reduction in the price of bread. In this country the price of bread is not to be reduced during the continuance of the war. The new food bill fixes the minimum (not the maximum) price of wheat at \$2 a bushel until May 1, 1919, and the President is authorized thereafter, until the close of the war, to determine what shall be a suitable guaranteed price to further stimulate production. This means that flour and bread are to be no cheaper and that in all probability they will be dearer, not this year but next, as the \$2 price for wheat does not apply to this year's crop. Food administrator Hoover plans to control this year's wheat crop and to regulate the price of flour. The price of wheat this year is to be fixed by a commission. Next year the minimum price is fixed at \$2 a bushel.

It takes approximately five bushels of wheat to make a barrel of flour. If the farmer is guaranteed \$2 a bushel for wheat by the Government, the cost of raw material to the miller for the five bushels needed to make a barrel of flour will be \$10. To this he must add the cost of milling, handling, and transporting the grain. The consumer must add the cost of shipping the flour and the wholesaler's and retailer's profit, so that cheaper flour is not in sight next year. If the new food law was intended to decrease the cost of living, it is a failure so far as the staff of life is concerned.

Perhaps under stress of war we should stimulate the production of wheat, but isn't it quite as necessary to stimulate the production of potatoes, beans, cotton, wool, iron, coal and oil? While establishing a minimum price of \$2 for wheat, the Government objects to the price of \$3 a ton for bituminous coal. It guarantees \$2 for a single bushel of wheat, but objects to paying \$3 for 2,240 pounds of coal. It demands that the producers of coal, iron, copper, lumber, oil, leather and all other commodities that the Government requires shall sell them, not at the market price, but at the price the Government may fix, which is much lower than the market price. It also insists that our producers must sell to the Allies at the same low price, but the Allies permit their producers to get as much as they can from us.

The Government is engaged in a very hazardous

business when it undertakes to fix prices of anything for anybody. The minimum price of \$2 a bushel for wheat may give a just profit to a farmer with a large farm, favorably located, and only a small profit to another who tills the soil under adverse conditions. There is no uniformity of cost in tilling the soil, or in the manufacture of supplies, or the production of raw material. The Federal Trade Commission admits that the cost of production varies in different localities. It is no wonder, therefore, that business has been seriously disturbed by reports regarding the arbitrary fixing of prices for the commodities the Government may need.

There is another danger in fixing the minimum price of wheat at \$2 a bushel. Suppose that, in view of the prospects of an assured profit in wheat, the farmers devote their lands largely to the production of that one crop in 1918. Would not a scarcity of other crops and much higher prices for them naturally follow? The question of price fixing is perplexing. We have voted to give the farmer the benefit of a fixed minimum price for all the wheat he can produce. The law doesn't protect the consumer against a higher cost than \$2 a bushel for wheat, and the higher cost of flour and bread. The farmer, if he is not satisfied with \$2 a bushel, can refuse to sell his wheat, limit the market supply and put up the price as high as he may see fit. If this high price should attract the foreign producers they will be shut out from our market because the new food law authorizes the President to put a tariff on wheat.

We may as well come to the conclusion that the prices of wheat, flour and bread are not to come down. Don't blame the miller or the baker. Blame your member of Congress. Congress passed the bill and the President signed it. It was a war measure. We can solace ourselves by the thought that when we pay a higher price for our daily bread we are doing our bit, with every bite.

War Purposes

PACIFISM and Prussianism represent the two extremes upon war. The one deplores it; the other glorifies it. The one says no good thing ever came out of war; the other says that without war man and nations become soft and effeminate, that it is humanity's most ennobling force. Between these two positions is the more reasonable ground that, even if war does not directly produce good results, it, at least, releases forces that make for human betterment; that under its strain and stress it compels a spirit of sacrifice too often unknown in days of peace and ease.

The Old Testament might almost be called a book of wars. All of these wars were interpreted by the prophets as Jehovah's method of disciplining the people. There is no nation engaged in the conflict now raging which has not been changed by its iron discipline. Men said that France was decadent. The world thought France was all for pleasure, and France, too, did not take herself seriously. The war has revealed France to the world and to herself as still possessing the soul of a conquering race. France, who before scoffed at religion, has again learned to pray.

To America, the war will mean a call from the materialism, from the pursuit of wealth and pleasure for which the world chiefly knows us, to higher spiritual aims. One compensation for the awful havoc of war is that the suffering it inflicts calls men back to those elements of character in the individual and the nation which abide forever.

The Plain Truth

RUSSIA! The re-assuring words that Elihu Root brought from Russia were timely. It seems that conditions in Russia are far different from those that sensational dispatches had described. It is easy, however, to realize that local outbreaks might be so grossly exaggerated as to be regarded as indicative of general conditions. The frightful mob violence in East St. Louis which developed into a race war, the forceful resistance to conscription in parts of Oklahoma and declarations for peace by pacifists in Washington might lead a person in Russia to a false conception of con-

ditions in the United States. It is fortunate that during the turmoil of the Russian revolution a mission from the United States, headed by its ablest statesman, was at hand to remove the false impressions created by German spies and to give fresh assurance to the Russian people of our friendship. These assurances carried great weight. We congratulate Mr. Root and his associates on the success of their mission.

FIGHTER! A born fighter was General Harrison Gray Otis, just deceased. Some men fight, but not from conviction. Others have convictions, but not of sufficient strength to make them fight. General Otis was a fighter because he believed in, and stood for, things that were worth fighting to maintain. Although 61 years of age when the Spanish-American War broke out, this veteran of the Civil War volunteered for service and was made brigadier-general of volunteers. Upon his discharge at the close of the war he was brevetted major-general for meritorious conduct in action. As editor of the prosperous and influential *Los Angeles Times*, General Otis fought just as vigorously for the freedom of labor as he had ever fought in the armies of his country. After many years, the threats to do him harm culminated in the dynamiting of the *Times* building, resulting in the death of twenty-five employees and the injury of nineteen. The whole country was shocked by the crime, and the better element of organized labor repudiated it. Even after this his life was threatened, but General Otis went right on fighting for the causes he believed in and died in the harness in his eighty-first year.

CHARITY! Striking facts are brought out by Comptroller Travis concerning the enormous cost of the charitable institutions of New York State. Last year 10,269 inmates were cared for in 19 institutions by 2,400 employees at a per capita cost of \$225. Of the more than three million dollars appropriated by the Legislature \$1,793,000 was for maintenance and operation, and \$1,322,000, almost as much, was for personal services. Tax-payers, long perplexed by the excessive cost of public institutions, will continue to be perplexed as long as they remain part of the political system. The better plan for our orphan children, both from the standpoint of economy and welfare, is to place children in good, private homes where they may have the care of good men and women who take the place of fathers and mothers. Recently seventy-five children from the New York Foundling Hospital accompanied by two Sisters of Charity and eight nurses started West for private homes carefully selected for them. Every year this hospital sends 400 or more children out for adoption. A certain percentage of public charges, because of physical and mental conditions, will get better care in a well-managed institution than in a private home, but progressive communities try to avoid herding children in asylums and orphanages. A good home with foster parents is the next best thing to a home with real parents.

DISTRIBUTION! The Salvation Army reports that it has been unable to sell and almost unable to give away the surplus lettuce it has raised on its garden farms around Jersey City. Farmers near Albany, N. Y., ploughed under their spinach in some of the fields because it brought only 10 cents a barrel. Some vegetable crops in New Jersey were rotting on the ground because it did not pay to market them. What will happen when the yield of millions of acres planted throughout the country this year, under pressure of a general demand for increased output, is put on the market? The government estimates the value of these garden crops at \$350,000,000. When this output is rushed upon the market who will be prepared to buy it, and what will become of the surplus? Have our governing authorities, in connection with the plan of conservation, considered that there must also be provision for the distribution of the excess supply of garden products? Governor Whitman of New York and Governor Edge of New Jersey are taking this matter into most serious consideration and it has been called to the attention of the authorities at Washington. Governor Edge suggests that the farmer be provided with automobile trucks to facilitate the distribution of his supplies to convenient and even remote communities. This is a sensible suggestion. Why not have our State Agricultural Colleges and the Federal Government consider this proposition, instead of devoting so much time and money to the distribution of seeds and the sending of instructors in canning and other processes not available in small communities? And why should one of the Agricultural Department officials, Mr. Vrooman, be stalking up and down the land denouncing dealers in foods as "pirates" and assailing the speculators as alone responsible for the high cost of living, when curtailment of speculation is disarranging the machinery of distribution so necessary in a country as large as ours.

A Week of the War

By HENRY FARRAND GRIFFIN

EACH week it becomes increasingly evident that, short of peace by negotiation, we are in for a long, hard war. The recent political upheaval in England was a reflection of general public recognition of that fact. Ever since the spring of 1915 the British public has been hoping to see the next great Allied drive break through the German front in the west. Responsible statesmen, competent military leaders and the better-informed minority of the public had no such expectation, but for reasons of policy they made little attempt to disillusion the optimistic majority. It was the Russian collapse and the meager results of the Flanders offensive that brought general recognition of what thoughtful and intelligent people always knew. In France, after the abrupt ending of the spring offensive in the Aisne, there came the same awakening of the public, and the stormy secret sessions of the French Chamber of Deputies were the direct result. It took several months for the same conviction to cross the Channel into England. The realization has not yet crossed the Atlantic to this country, so far as the general public is concerned. It will in time, and the reaction of the American public to that realization will be interesting to observe.

THE Battle of Flanders dragged on with bitter fighting and without decisive result for either side.

On the Western Front

The Allies continued to hold the initiative and scored the major gains, but the German resistance was stubborn and at critical points vigorous counter-attacks stayed the Allied advance. Both British and French troops were engaged along the line in Flanders, and succeeded in the main in holding all their recent gains and in some quarters considerably strengthened their positions. At no point, however, did they drive in a wedge deep enough seriously to threaten the German line. The Canadians resumed the offensive before Lens and succeeded in occupying the larger part of the town. The Germans clung desperately to many strong positions among the ruins and the work of dislodging them proceeded slowly and at considerable cost in casualties. Both Germans and French attacked along the western front at various points from the neighborhood of St. Quentin to Alsace. Neither was able to record any important gains in the confused and intermittent fighting that flared up in the Aisne, in the Champagne, near Verdun, in the St. Mihiel salient and in the mountains of Alsace. As previously stated, the Allies held the initiative, and they confined their serious efforts to the Flanders front.

THE German offensive in the east has now assumed clearer outlines, and seems to be dividing into two major thrusts in different directions: one from Galicia to the east toward, or across, the Russian border; the other from Bukovina to the southeast into Rumania. The latter is the more important drive with possibilities of very serious consequences. In Galicia, either the Austro-German attack is not being pressed home so hard, or else the Russian resistance has become stiffer. It is difficult to tell which is the case. The famous German general, Von Mackensen, who swept the Rumanians out of their capital, Bucharest, and occupied two-thirds of their country last year, is directing the present drive into the remnant of free Rumania. With the existing disorganization of the Russian armies, the Rumanians can look for little help from that quarter, and their peril seems great. The amazing thing is that the Germans have the resources in men and materials to maintain a

reasonably safe defensive in the west and still continue to drive on in the east. Von Mackensen's recent attacks were directed from the neighborhood of Kimpolung, across the mountains toward the valley of the River Sereth. Down the valley of this river runs an important railroad, which seems to be the objective of Von Mackensen's offensive. If he captures this railroad line we shall probably see the Rumanians evacuate the province of Moldavia, all that remains to them of their country, abandon their temporary capital at Jassy and fall back across the River Pruth into the Russian province of Bessarabia. If this should occur, the Germans would be little more than a hundred miles from Odessa, the great Russian port on the Black Sea. The Germans probably can and will drive on to Odessa—if they are able to spare enough men and materials from the western front. It is important for the Allies to see that this "if" is made to loom large in the German calculations or else all prestige in the Balkans will be thrown to the four winds.

in the entire North Sea from Scotland to Norway, using methods that have already proved successful in the Straits of Calais. There are plans for the development of the torpedoplane and great aerial attacks on the German sea bases. Others would attempt to close in the Bay of Helgoland with mine fields laid under the protection of the battlefleet's guns. If the German fleet could be tempted out to interfere with the execution of this plan—then so much the better, for the Allied fleet would be ready and waiting. The advocates of the mine-laying plan are rather given to minimizing the advantages of a naval defensive with the aid of formidable coast fortifications, submarines, mine fields and aircraft operating from land bases nearby. The Dardanelles fiasco was an object lesson of how costly a naval attack may be under such conditions, and we can be sure that the Bay of Helgoland is infinitely better protected than the Dardanelles. It has been announced that there is soon to be an Allied war council on questions of naval policy, and the merits of these various plans of action will doubtless be duly weighed at the proposed conference.

ARTHUR HENDERSON'S resignation from Lloyd George's cabinet as a result of disagreement over the Stockholm peace conference promises to have results of considerable importance. It should be remembered that Lloyd George was enabled to form a government with a working majority in Parliament only by the support of Henderson and other British labor leaders. If the other leaders follow Henderson, Lloyd George's position will be difficult. It is by no means certain, however, that many of them will do so. Some have clearly indicated that they will not. At the same time, Henderson appears to have the rank-and-file of trade union membership with him. When he appeared before the British Labor Conference in London and urged that delegates be sent to Stockholm the vote on the proposition was 1,046,000 for, and 550,000 against. Subsequently many important labor leaders denounced Henderson's action, and the president of the sailors' union announced that no vessel carrying delegates to Stockholm would be permitted to leave port. It will be remembered that this same sailors' union did actually prevent the departure of British delegates to the first Stockholm conference, and the present threat is by no means an idle one. As a result of the whole wrangle the political line-up in England is rapidly shifting about, and Lloyd George's position becomes more and more difficult. It is quite within the bounds of possibility that before the crisis is over there will be changes much more important than the resignation of one or two ministers.

The downfall of the Lloyd George government in all probability would be followed by an appeal to the country in a new general election, and what the result would be is highly problematic. In spite of the many difficulties of such a proceeding the British soldiers in the field would certainly insist upon an opportunity to vote in a general election. It should be remembered, too, that women will have a vote in the next British election. Add to these considerations the present tense and dangerous political situation in Ireland, and the reluctance of British politicians to force a new election will be readily understood. That is the explanation of the support Mr. Asquith gave Lloyd George in the recent parliamentary debate on the Stockholm conference and Henderson's resignation. The indications are clear, however, that British public opinion is rapidly getting beyond the control of political leaders.



NEWS SALIENTS ON THE MAP OF EUROPE

RECENT announcements of shipping losses clearly indicate that the submarine campaign is far from being under control. As a result there has been an increasing demand from the younger officers of both British and American navies for more vigorous offensive action against the German submarine bases. Farragut's "Damn the torpedoes!" is quoted by the fanatics who want to pile up the British and American battlefleets on the German mine fields. But it is worth remembering that the occasional, erratic torpedo of Farragut's day and the deadly modern mine field of high explosives are rather different propositions, and Farragut, if he were alive, would probably be one of the first to admit it. At the same time there are many competent naval experts who believe the Allies have by no means made the most of their overwhelming superiority in ships and guns. Particularly so, since the addition of the large and efficient American fleet to the Allied resources. We can understand that the Allies dare not risk the margin of safety in battleships that gives them undisputed control of the seas above the surface, though not below. But when that margin is definitely assured, is there not a surplus that might be safely risked in more venturesome naval operations against the sea bases in Belgium and Germany? That is the question so many of the younger British and American naval officers are asking more and more insistently. And unless some other means of checking the submarine are speedily devised, it looks as if the pressure of public opinion would soon compel the Allied naval authorities to more vigorous offensive action. Various lines of action have been proposed. There are projects to net

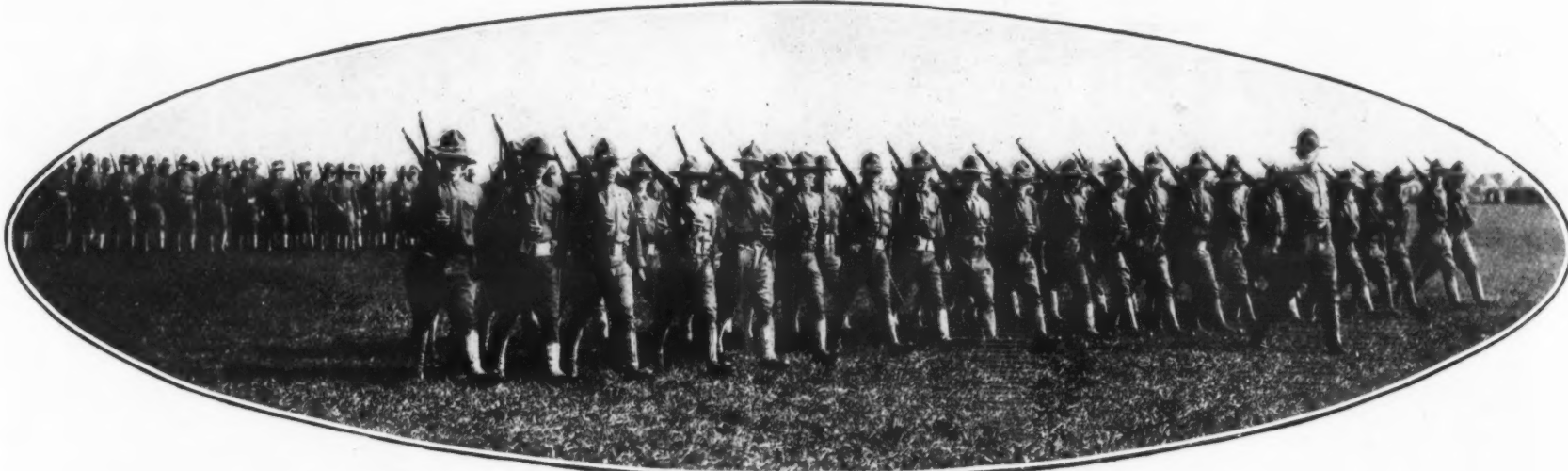
Demand for Naval Offensive

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New Jersey Answers the Call

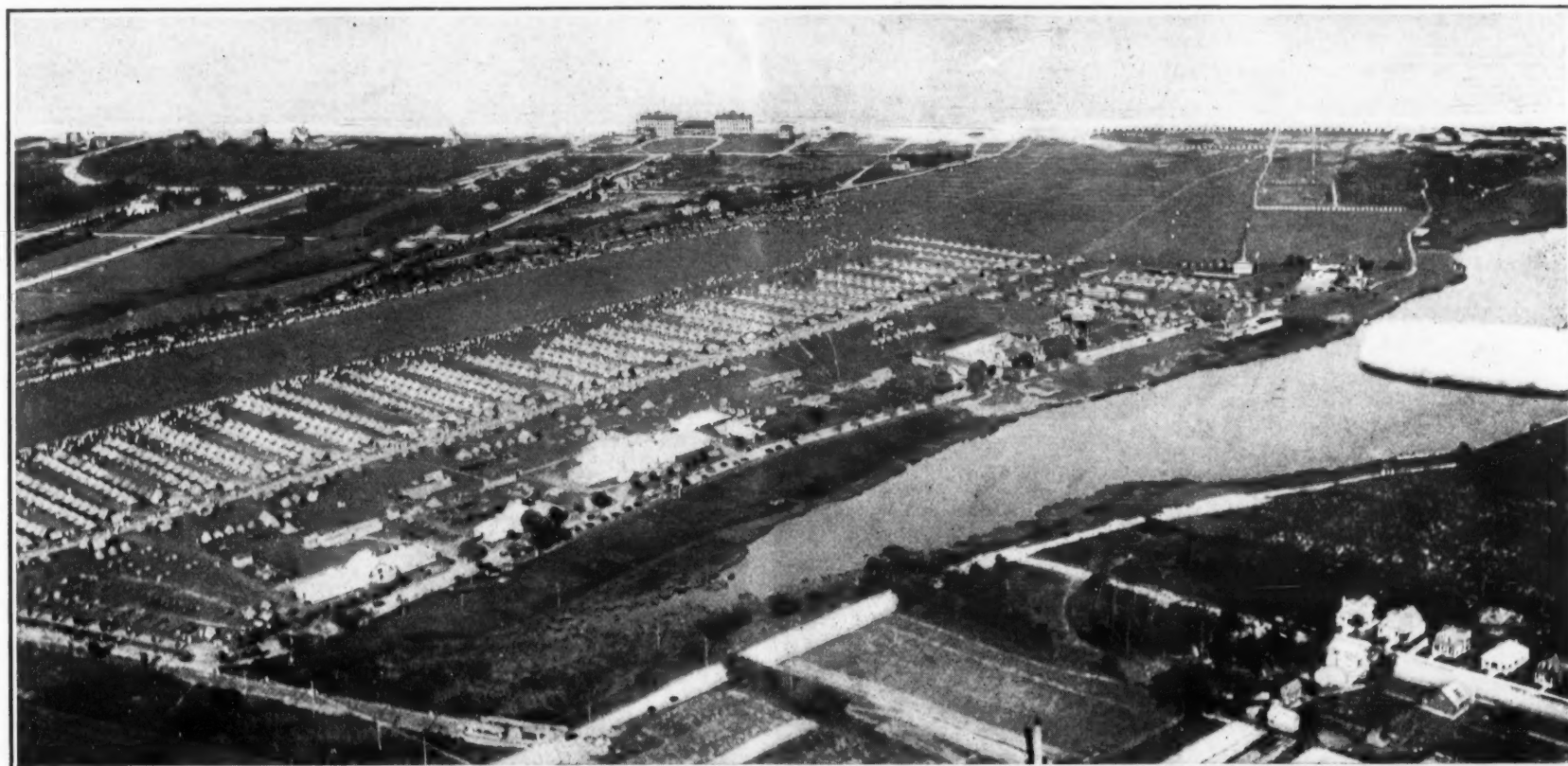
Photos by JAMES H. HARE, Staff War Photographer



ACCEPTING THE COUNTRY'S CALL

By means of the National Guard draft, which went into effect on August 5, the country added approximately 400,000 soldiers to its fighting men. Many of the units are fully equipped, but others are yet

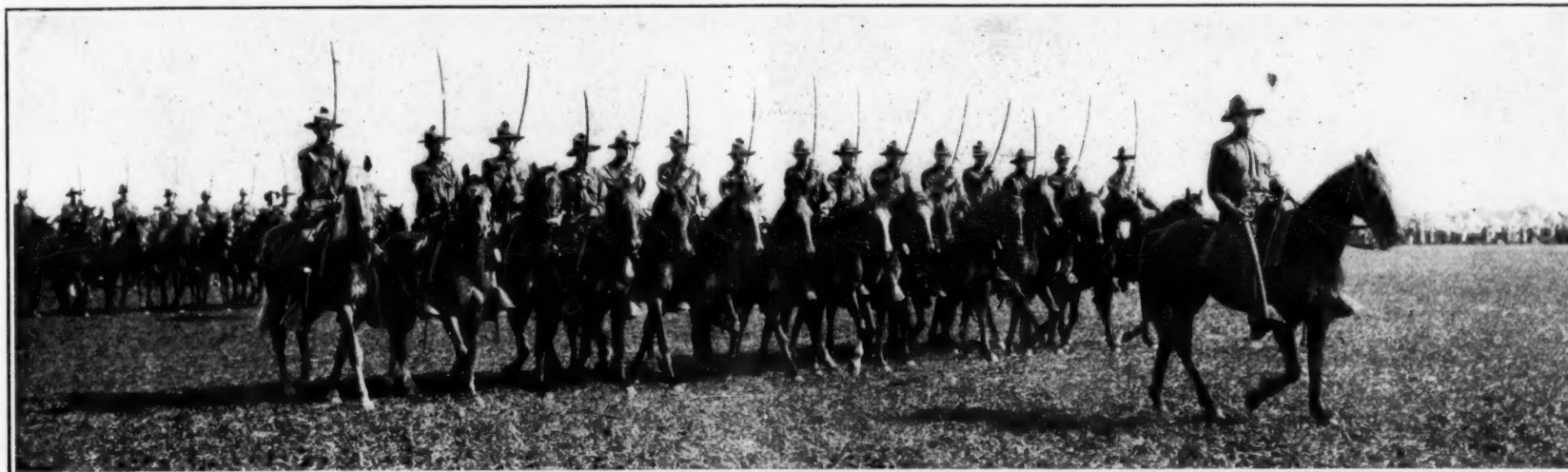
awaiting certain supplies. New Jersey Infantry, seen above, show the good work that has been done in their drilling at Sea Girt, where 4,000 of the state troops have been encamped at the state training station.



AS THE AVIATOR-PHOTOGRAPHER SAW THE CAMP

The Sea Girt training camp is admirably situated near the ocean front. The company streets, officers' quarters and "business blocks" of the camp are seen in the picture. In the background is the ocean.

The movement of National Guard divisions to their new cantonments was delayed until the middle of August by failure of contractors to have the camps ready. Virtually all units were ready to entrain on August 5.



PASSING IN REVIEW

New Jersey's mounted men saluting Major-General Bell, Department of the East, as he reviewed them when the troops entered Federal service. Governor Edge and Brig.-General Barber accompanied General

Bell on his inspection and were gratified at his expression of satisfaction. When these men get to France they will probably serve without mounts, as many cavalry troops of the states are training as infantry.

WITH THE AMERICAN

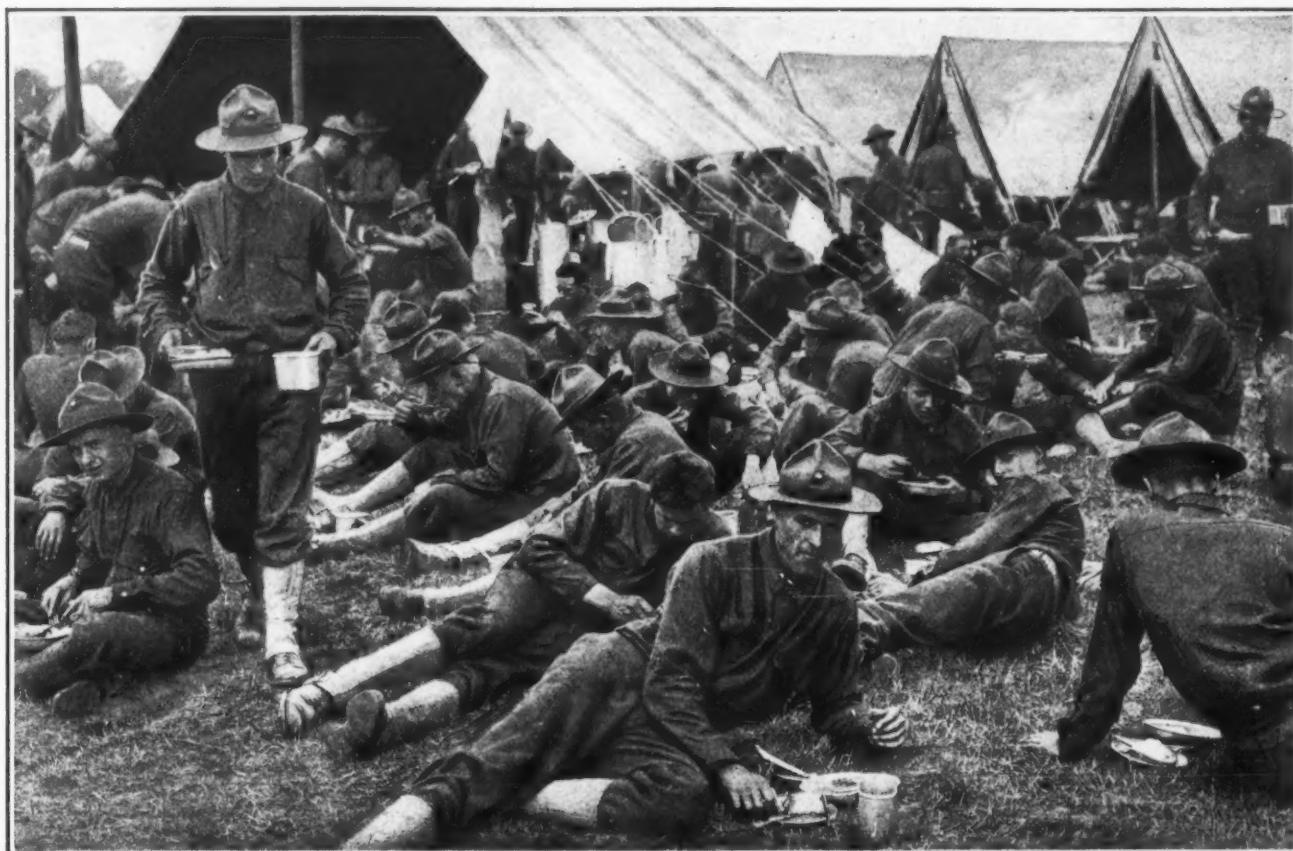
EXCLUSIVE PICTURES FOR LESLIE'S

August 23,

AR
FROM THE

TO BEAT THE WAY TO BERLIN

The marines, who always take great pride in their initiative and in being first on the ground, are now enthusiastic over their \$60,000 subscription to the French War Loan. They are making up for their small numbers in their "esprit."



MESS TIME FOR THE SOLDIERS OF THE SEAS

The American troops in France are probably the best fed of the soldiers of any of the belligerents. Virtually all the supplies are sent from the United States. Thousands of cases of canned goods and sides of beef are required weekly to supply

the division already in France. One of the greatest problems in waging war against Germany is that involved in maintaining the open waterway to France in order to carry supplies to the army and the allied countries.



LINING UP FOR MESS

The soldiers of this company fill the company street, ready to make a run on the "bank" with their tin cups, plates, knives and forks. Troops in France are putting in eight hours a day hard work at trench digging, sham

battles and active field work in addition to long hikes. The result of all this work is that the mess is well patronized. Incidentally the mess would arouse the envy of many of us who have remained at home.

The Marine's
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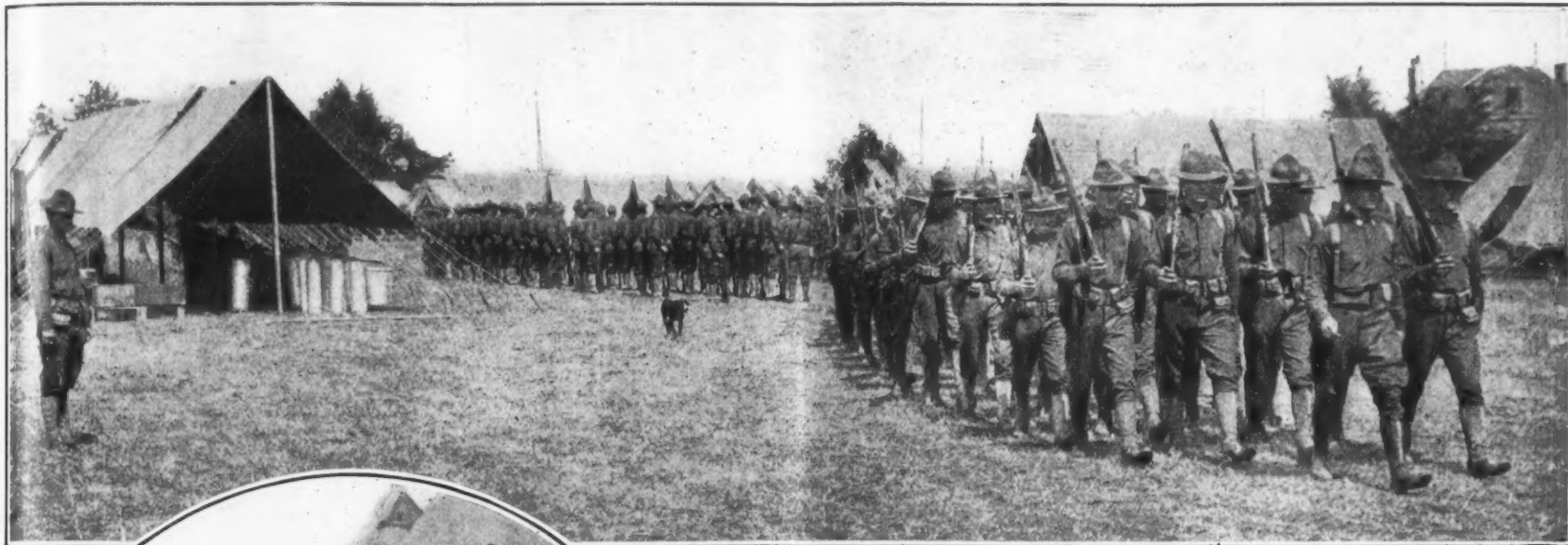
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ARMY NOW IN FRANCE

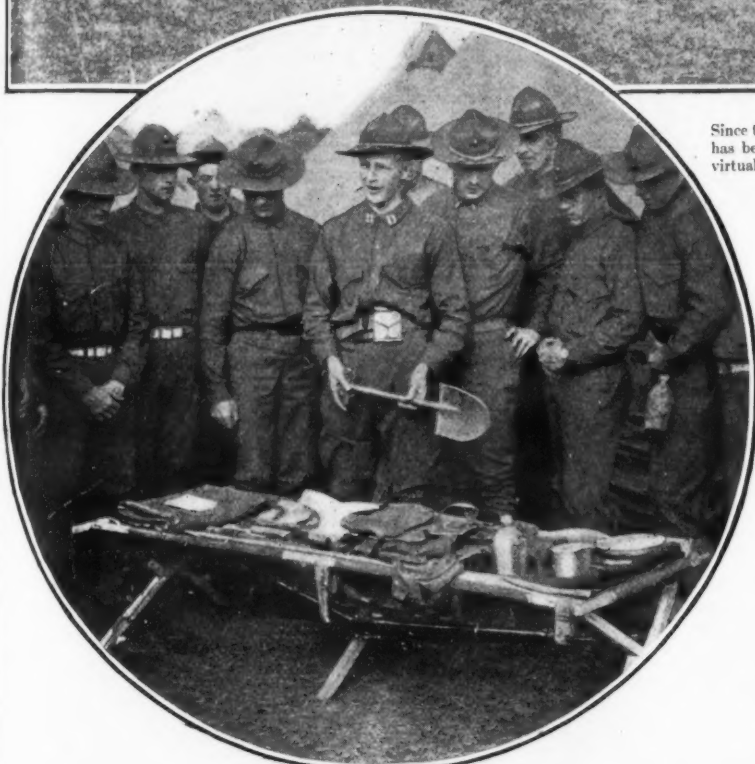
FROM THE PICTORIAL PRESS



REVIEW IN CAMP

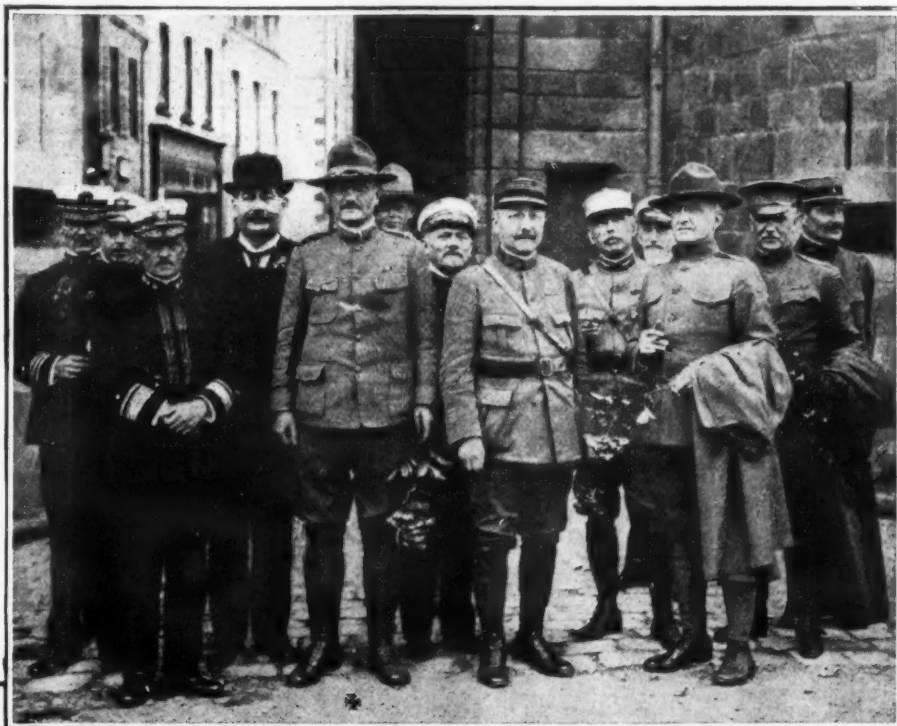
Since the American army went into camp in France the weather has been exceedingly disagreeable and ceremonials have been virtually dispensed with. But there has been no let up in the

intensive training of the men. Officers and non-commissioned officers are receiving particular instruction in "scientific" work in the trenches and the men are put through sham battles.



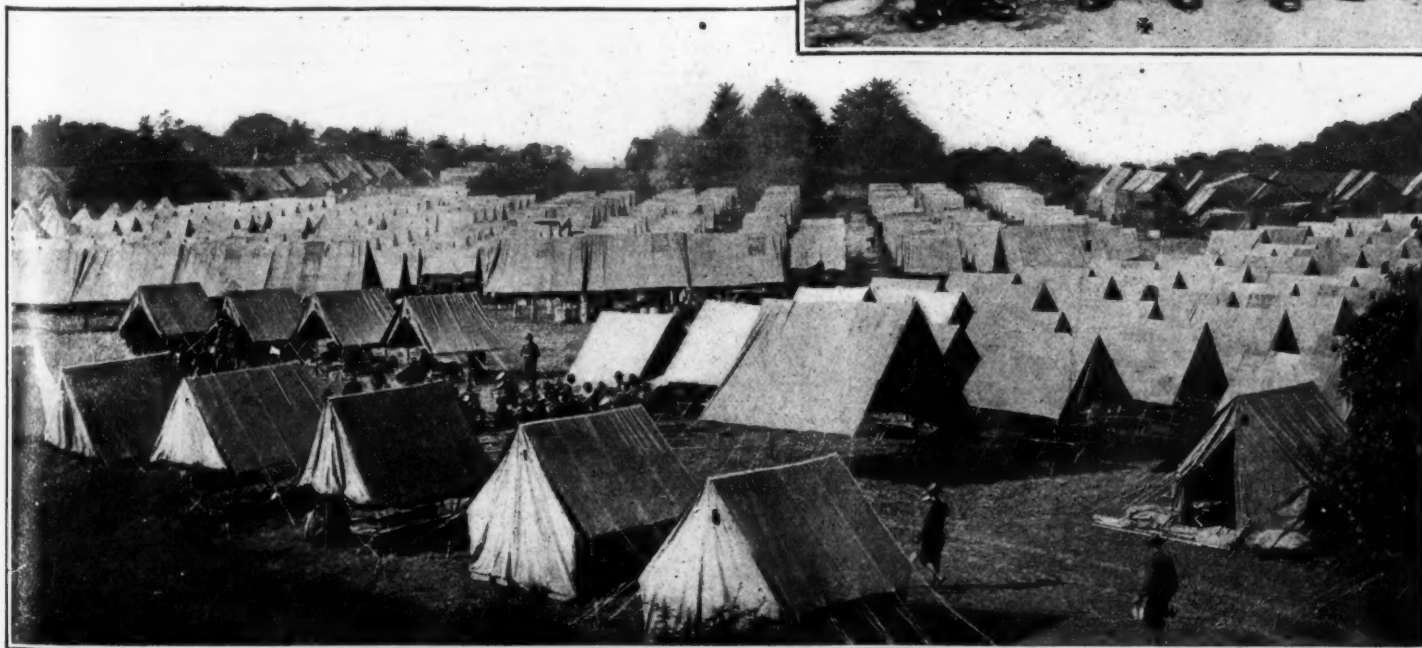
THE MARINE'S OUTFIT

The Marine's outfit does not differ greatly from that of the infantryman's. Without rifle, the complete load amounts to about 32 pounds. It is divided into the pack, the belt and articles attached to it, and the haversack.



AMERICAN AND FRENCH OFFICERS

Major-General Sibert, who will command the American troops at the front in France, is seen here in the center surrounded by American and French officers. He has just finished making an inspection of the American camp. Both General Pershing and General Sibert have urged the men of the new army to forget individual liberties and subordinate themselves to discipline. We do not want automatic soldiers, says General Pershing, but we want every soldier to realize that he is a potential officer and to make a good commanding officer he must preserve his initiative and executive ability and think for himself.

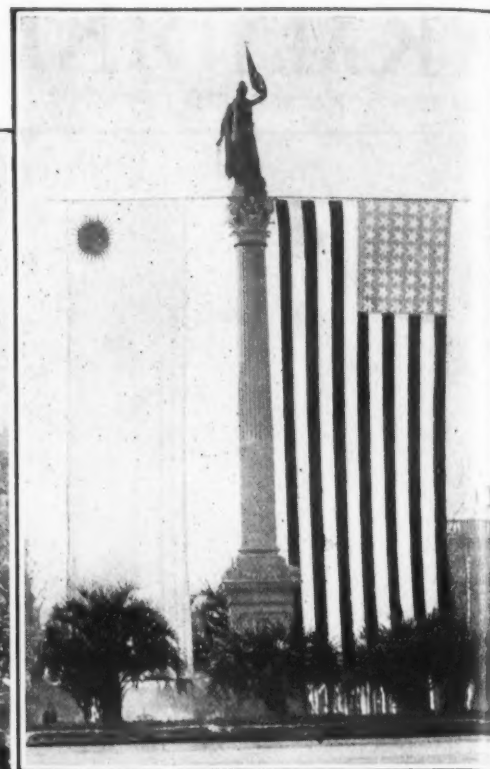


THE AMERICAN CAMP

The area of the American camp is constantly being enlarged and now covers several square miles. The United States Marines are dejected over the order which will necessitate their

adoption of khaki in place of their more distinctive uniform of forest green. This is because the green uniform looks like the German field gray after it has been in service a short time.

Bits of American News



URUGUAY AND THE UNITED STATES

When the men from Admiral Caperton's squadron reached the main plaza of Montevideo they were greeted by this beautiful arrangement of the ensigns of their own country and Uruguay, hung from a statue of Liberty, unshackled.

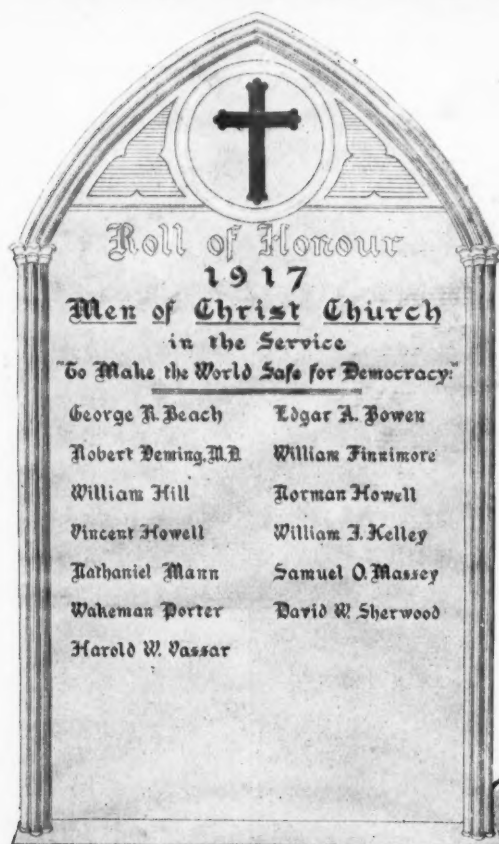
WITH CAPERTON AT MONTEVIDEO

A vast welcoming crowd is seen above surging around Rear-Admiral Caperton just after he landed at Montevideo, Uruguay. In the left background is the Admiral's flagship. Directly over his head is a great arch of welcome. The crowd stretched along the waterfront for half a mile on both sides of the arch. The American squadron in South American waters was greeted everywhere with great enthusiasm.



THE LAST OF SANTO DOMINGO'S BANDIT GENERALS

When Vincenti Tico and 200 of his men were captured by Colonel Thorpe, Captain Roben and Sergeant West of the United States Marine Corps, the most dangerous bandit in the Dominican Republic was disposed of. The marines did not lose a single man in the surprise attack which resulted in the capture of Tico. Later the bandit was shot in attempting to escape. Tico stands directly over the X.



HOW ONE CHURCH RECOGNIZES ITS HEROES

The churches of the United States have been a leading influence in securing enlistments in the service since the declaration of war, and various methods of extending recognition to the men who have volunteered have been worked out. Many churches have "Rolls of Honor" similar to that seen above. This particular roll hangs in Christ Church (Protestant Episcopal), Ballston Spa, N. Y. It is a scroll framed as a memorial and on it are written the names of the men of the church who are enrolled in the United States or Allied service.



CHICAGO PARADES HER INFANT "SAMMIES"

Chicago and her quota of the new National Army celebrated on August 5th with a parade of 8,000 drafted men, 4,000 student officers from Fort Sheridan and 3,000 National Guardsmen. The ranks of the new army men were crowded with conscripts of foreign birth or parentage. There were

negroes, Chinese, Lithuanians, Poles and Germans, also the determined faces of men from American schools and families. The parade was reviewed by Major General T. H. Barry, commander of the Central Department, and the Russian mission, headed by Boris A. Bakhmeteff.

Let Us Get Down to Business

America Should Insist on a Full and Complete Plan for Co-operation Among the Allies

By FRED B. PITNEY



A GREAT opportunity offers for America to add one more to its essential works of war. It is to introduce real, thorough-going co-operation into the work of the Allies. Lack of co-operation has been one of the curses of the Allies throughout the war. When the Viviani-Joffre Mission got back to Paris, there immediately began to be heard a certain criticism on the work it had done. This criticism had been in being and quietly growing all the time the Mission was in America. As soon as it returned to France, the expression became open. It was that the French Mission had received the enthusiasm, the cheers and the handshaking, but the British Mission had obtained the money and material.

The first evidence of this came to Paris while the Mission was still in America. Immediately after America entered the war the Paris newspapers carried cable dispatches from America saying that this country intended to lend France at once \$1,000,000,000 as an acknowledgment of the debt America had owed to France from Revolutionary days. The first talk was of a gift, then it was to be a loan, but always France was to have the first assistance from America.

After the Mission arrived in this country there was great enthusiasm in France over the reception here. But only a few days had passed when the cables carried the announcement of a \$200,000,000 loan

to England. It was a week later before the first loan of \$100,000,000 to France was announced. At once, there was the question of what the French Mission had been doing. On the return to France it was explained that the French Mission had been going around the country getting a great reception. Meanwhile, the British Mission, letting the cheers wait, was quietly but most earnestly at work in Washington getting the material benefits.

The worst feature of the explanation was that it came from inside the Mission. It is pretty generally understood here that the French Mission explained in Washington that France's need was men more than money. Nevertheless, the fact that before the French Mission was twenty-four hours at sea on its return journey, explanations were given of how the British "had beat the French to it"

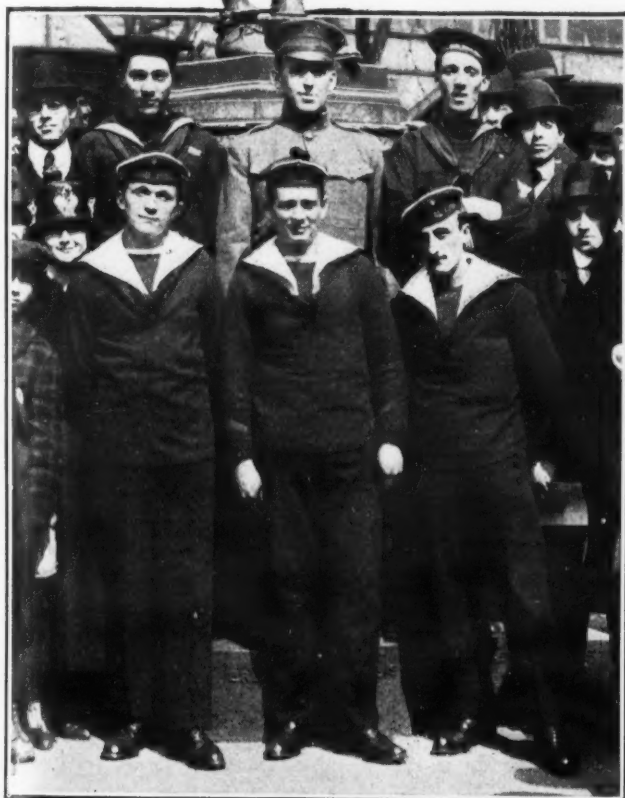
(Continued on page 264)



PRESS ILLUSTRATING SERVICE

CAPTAIN ANDRÉ TARDIEU

As French High Commissioner to the United States Captain Tardieu is the greatest single influence in working out the problems of cooperation.



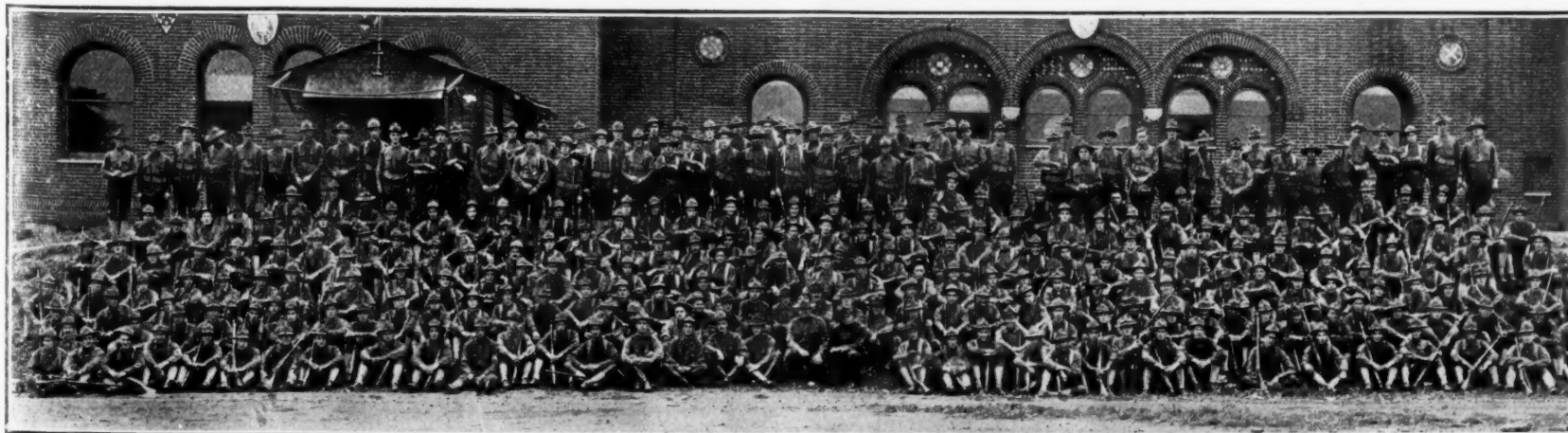
AT NATHAN HALE'S STATUE

Bluejackets of France and the United States are seen grouped at the feet of MacMonnie's Nathan Hale, in City Hall Park, New York. In the present world crisis the many sentimental ties between the two republics have drawn the people and fighting men of both nations closer to each other than ever before.



IN AN AMERICAN CAMP IN FRANCE

These American soldiers are receiving instruction in the use of the gas mask from a French officer. The influence of the French army and the many lessons it has learned in its three years of war will be felt and appreciated by American troops. The fighting nucleus of the American aviation corps was formerly the Lafayette Escadrille of the French army and other branches of the service will reflect the teaching of French instructors. The more complete the cooperation of the American, British and French armies, the sooner will the war end.



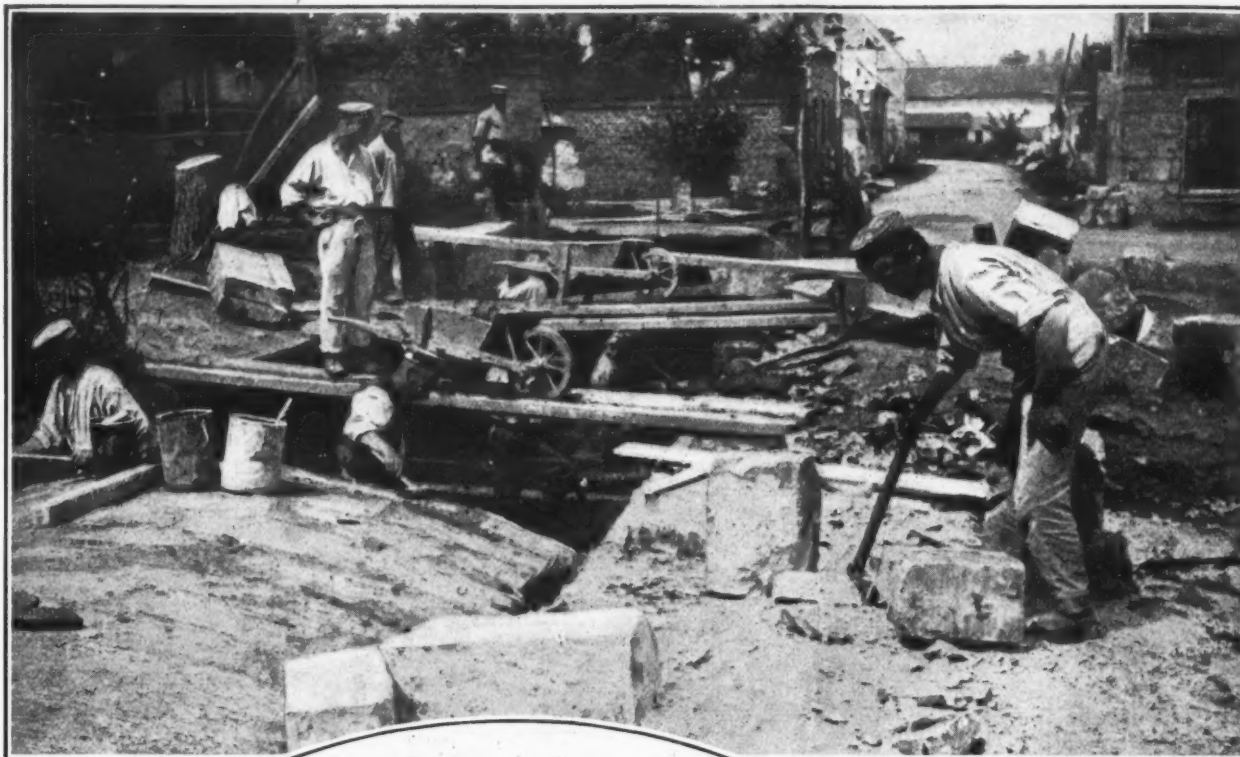
TO REBUILD FRANCE'S RAILROADS

The 19th Engineers, Railway, has been recruited from railway shopmen to rebuild shops and locomotives of French railroads. When the United States entered the war it became known that one of the greatest

aids this country could extend would be in helping the French railroad system which has suffered greatly in the past three years. This picture is of the Pennsylvania Railroad's contingent in the railroad regiment.

PENNSYLVANIA RAILROAD

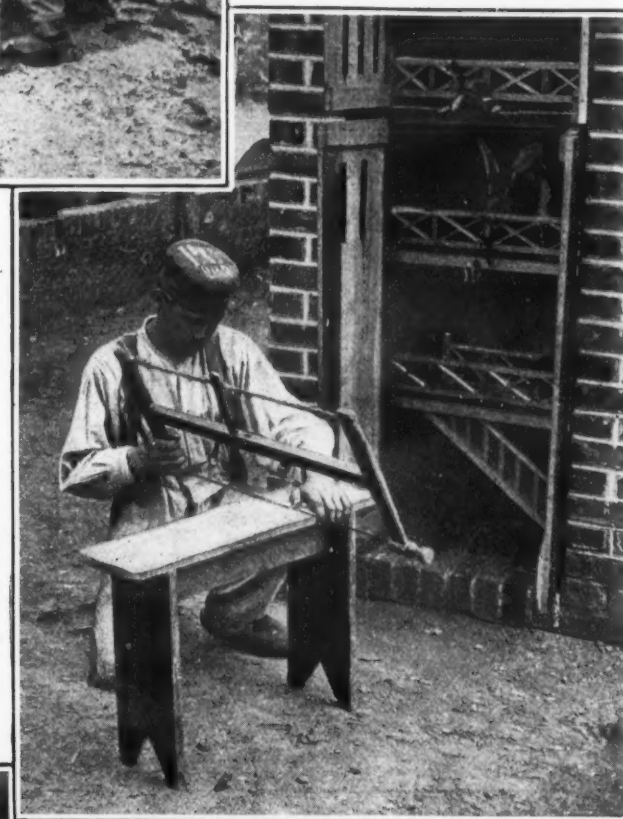
Prisoners Rebuild France



EXCLUSIVE PHOTOGRAPHS FOR LESLIE'S
FROM THE PICTORIAL PRESS

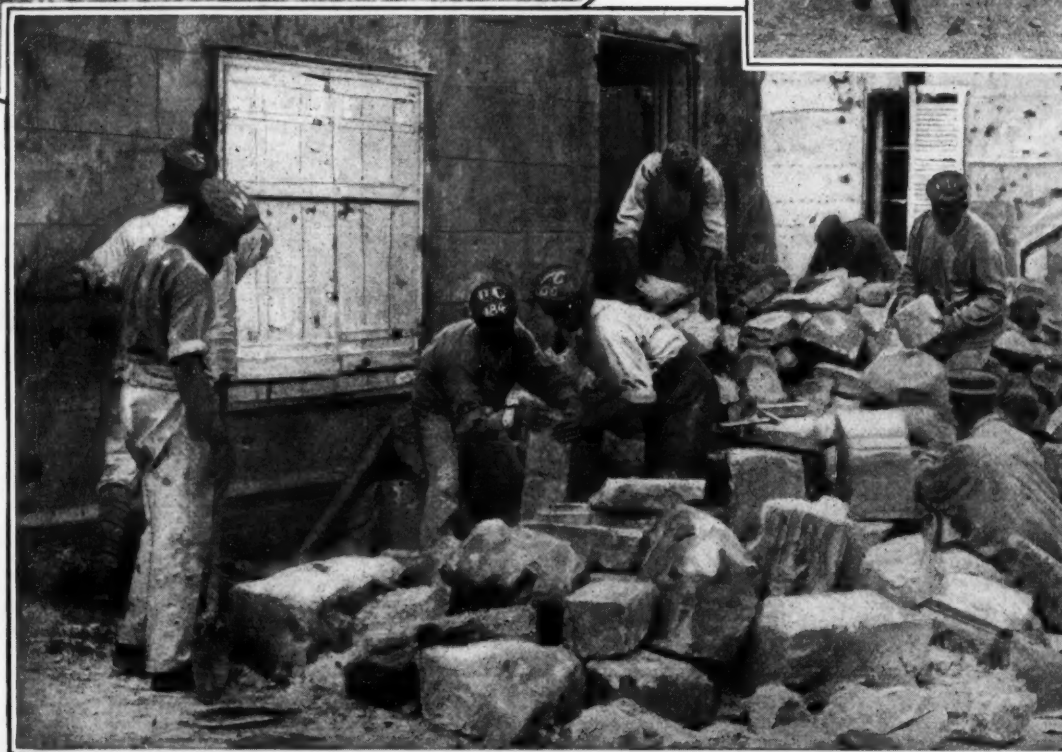
UNDOING THE WORK OF THEIR GUNS

One of the problems confronting the warring nations is the handling of prisoners. Charges and counter-charges regarding their care and treatment have been made by all the belligerents. The British have frequently alleged that British prisoners in Germany have not been treated with even the minimum consideration which war demands. Perhaps the good reports of the British and French make of the efficiency of the German prisoner is in no little way due to the treatment he receives at the hands of his captors. The German prisoners seen here are rebuilding a destroyed château.



FARMS OF FRANCE TILLED BY THE ENEMY

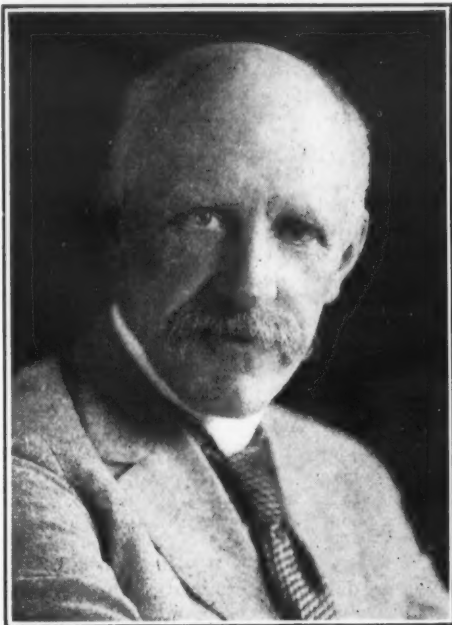
With cheerful philosophy and sober industriousness the German prisoners in France are settling down to making the best of things. From the standpoint of the government and those who direct the nation's energies in wealth production, the important thing about prisoners is the work they can do. In France, a careful system has been evolved to sort out every kind of artisan, craftsman and laborer and assign him where his abilities are most in demand. The farm laborer has been sent to the farming districts, the stone-mason and the carpenter to the towns and villages in need of reconstruction. France has been singularly fortunate in that most of her prisoners are Germans, who are among the best all-round workers in the world. A large number of German prisoners have had a technical training or possess special skill in addition to the patient, plodding, persevering temperament born of centuries of Teuton domination over the people.



OLD TASKS IN A NEW LAND

German prisoners have invariably welcomed the opportunity to be back at their own work instead of idling in prison camps. Due to the fact that most all of them have been of a peaceful nature, guarding them has become almost perfunctory, and their good behavior has made a marked impression on their captors. Warfare's irony of fate decrees that these cap-labeled German prisoners should rebuild the very houses their own shells have demolished. Perhaps the most striking characteristic of the Teuton prisoner has been his religious attitude. Wherever a considerable number of German prisoners have been interned, there churches and chapels for religious observances soon appeared, for among the masses of the German people there is an underlying foundation of reverence. Once away from the maddening influence of the firing line, the German prisoner has sought fellowship in the House of God. The prisoner seen above is building rabbit houses, while those at the left are rebuilding a house from the stone blocks of one that has been destroyed by German artillery.

People Talked About



HEADS NORWEGIAN MISSION

The latest mission to the United States comes from neutral Norway and is headed by Dr. Fridtjof Nansen, Arctic explorer, scientist and writer. The entry of the United States into the war and the subsequent restrictions on trade with neutral nations made it necessary for Norway to send a commission to this country to work out the commercial problems involved.



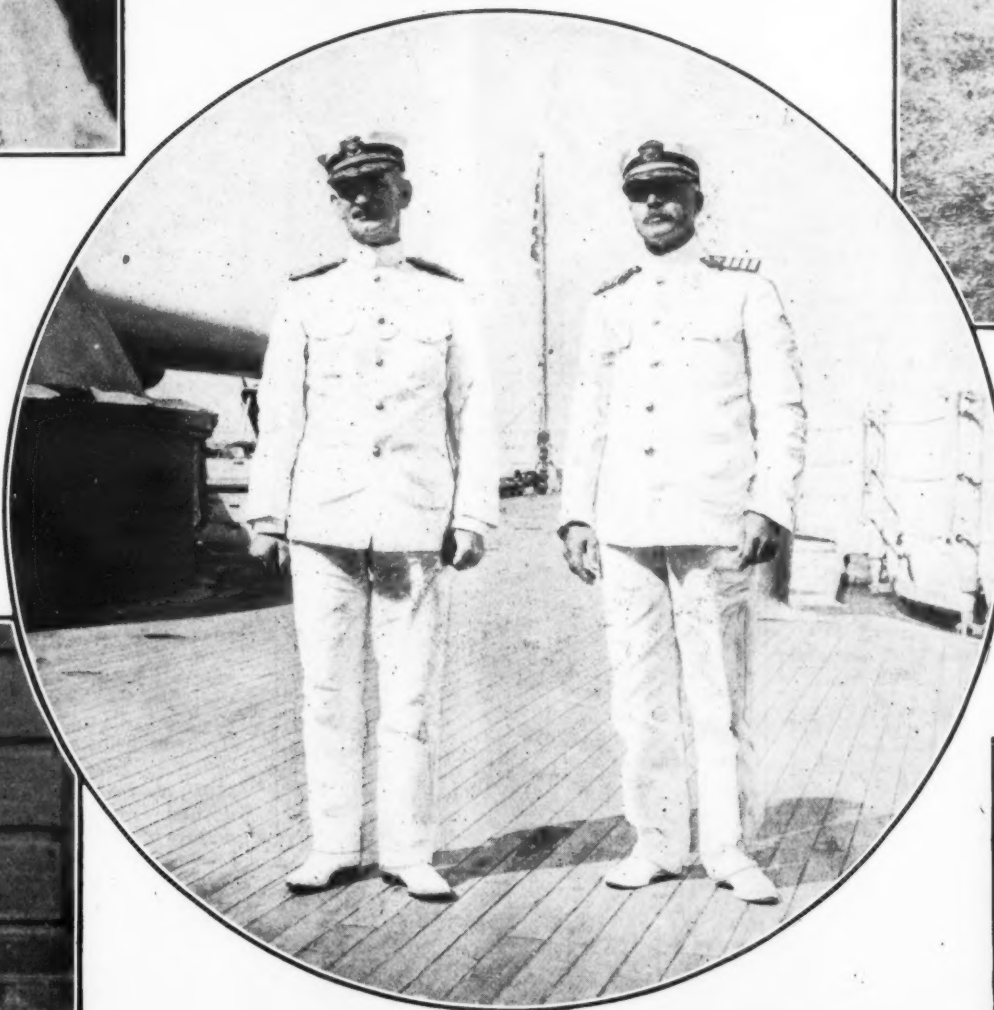
HEAD OF CATHOLIC PARTY IN GERMANY

Herr Mathias Erzberger is probably the greatest single influence in the peace movement in Germany. As chief of the Clerical Center party he has been the mouthpiece of the Pope and the Austro-Hungarian peace advocates. He was leader of the Reichstag revolt which overthrew Chancellor von Bethmann Hollweg and has declared he could bring about official peace negotiations if he could only have a talk with the British Prime Minister. He is said to have perfect "working connections" with Austria and the Vatican. Herr Erzberger is of Rooseveltian enthusiasm and strenuousness.



ANOTHER CONGRESSMAN OFF TO THE WAR

Victor Heintz (at the right), Republican Congressman from Cincinnati has left Congress to go with his regiment, the First Ohio Infantry, as captain and adjutant, for European service. He is the second Congressman to resign his office to join the colors, Representative Gardner of Massachusetts, likewise Republican, having resigned from Congress several weeks ago. He is now serving as a colonel. At the left is Col. William C. Procter formerly colonel of the First Ohio.



ADMIRAL MAYO AND CAPTAIN HOOD

Admiral Henry T. Mayo, (to the left) Commander of the Atlantic fleet, is seen here on the deck of the *Texas* with Captain John Hood. Admiral Mayo will shortly be retired automatically from active service by the age limit.



THEY DO IT IN RUSSIA

Being a girl instead of a boy always had been distasteful to Dorothy Schiedel, a fourteen-year-old Petoskey (Mich.) girl. When news of Russia's women soldiers reached her, she decided to fight in France. So she donned an old uniform of her brother, who was in the National Guard, cut her locks and started on a "hike" which took her more than 200 miles. Officers at Caledonia, near Grand Rapids, discovered her identity, and lodged her in the juvenile department of the sheriff's residence in Grand Rapids. Dorothy said she had intended to get in the army some way.



VON HINDENBURG'S NEPHEW

Paul Francis Schlick, Yale 1917, who is a nephew of General von Hindenburg, is serving in European waters with the United States Navy as an enlisted man. His mother is a sister of the German field marshal. At Sheffield Scientific School young Schlick specialized in mechanical engineering and studied naval construction. Before he was graduated in June he enlisted. He had already placed in the hands of the Navy Department two inventions which are being tried out. One is an anti-submarine device and the other is of a nature not disclosed. At Yale he was called "Hindy."



HEAD OF AMERICAN FORESTRY WORK IN FRANCE

Henry S. Graves, chief of the United States Forest Service, is in France as a major in the Engineer Corps in charge of the forestry work for the army. Major Graves's work is to learn the lumber conditions abroad and to adapt the resources of America to those conditions.

IF you had all the money you really needed for comfortable existence, how would you employ your time?

"I would employ it in doing something useful, something constructive, something for humanity."

That's what they all say. Most of them, however, keep right on making more, and more, and still more. The garnering of gold catches and holds most men who have made a million. They like to see it pile up and multiply.

Edward N. Hurley was like most other men in that he had dreamed that if the wolf could be turned from the door permanently he would withdraw from the money contest and do something constructive for his country. He was unlike most others in that he lived up to his ideal.

Possessed now of a moderate income, he works fourteen hours a day for the Government. As chairman of the reorganized Shipping Board, and president of the Emergency Fleet Corporation, he is the pivotal part of the Government's shipbuilding and ship operation enterprise. He is virtual master of all the shipping of the United States. He is in supreme charge of the expenditure of seven hundred and fifty million dollars for ships—three-quarters of a billion dollars. Another half billion shortly will be turned over to him by Congress for more ships.

Hurley is now directing all the shipyards of the United States. All of them have been commandeered by the Government and are now under his control. He will be in command of the international shipping pool, directing the voyages and cargoes of all American ships, most British ships, and many of the ships of neutral nations. The property which he is to administer is worth many billions of dollars—more than the total capital of a score of the biggest corporations in the United States. The Government pays him a salary of \$7,500 a year. He would be just as well pleased to have no salary at all. He is fulfilling his ambition to do constructive work for his country.

There was a long period in Mr. Hurley's life when the wolf remained at the door. As a fireman and engineer he toiled for many years over the hot furnace and boiler of a C. B. and Q. railroad engine. Small wages were paid in those days.

There was no eight-hour day and the standard of wages and living was not as high as at present. The foreman invariably took visitors to inspect Hurley's engine. It was the model of the road, the cleanest, the best oiled, and the most faithful to the railroad schedule. That's why they promptly made him an engineer. He carries his union card with him to this day.

Back in eighty-eight—when he was twenty-four years old, Hurley became traveling salesman for the United States Metallic Packing Company. It was while he was with this company that he conceived the idea of pneumatic tools. He knew there would be a demand for such articles. He worked at night over the idea. He didn't hit upon the solution in a happy or inspired moment. He gave all his spare time to the development of the idea. That's how he came to be the originator and chief developer of the pneumatic tool industry in the United States. There was nothing accidental about it. There never is anything accidental in success. The man who works hardest usually gets there. The man who said that genius is the infinite capacity for taking pains had Edward N. Hurley in mind.

No workman need ever bother to take the new Shipping Board chief by the lapel of the coat and tell him how the toilers in the mills, factories and shipyards live through their romances or their tragedies. They needn't tell him that their lives are not easy nor luxurious. He knows it. He has worked shoulder to shoulder with them. He has lived in the same kind of cubby-holes called rooms. He knows the mind and the heart of labor. The world of labor was his world. All of it he saw, part of it he was.

Meeting him now in his modest, rather bare offices in the old Interstate Commerce Building, with lumber kings, steel magnates, contractors, ship owners, and statesmen waiting outside for a word from him, it is not easy to recall the picture of the railroad man in fireman's jumpers, vigorously oiling the wheels. But talk to him five minutes and you know that his heart has not changed. He was a thoroughbred then, and he's a thoroughbred now. His forceful and striking personality, grounded now in wide business experience and knowledge of men and affairs, makes him as desirable a companion at an ambassador's table as he was, in the old days, at a luncheon of railroad employees.

Was it any wonder that President Wilson turned to Hurley when he needed a really big man to do a big man's job? General Goethals had the confidence of the country and William Denman, although unknown to the public, had the confidence of the President. Somehow—it matters

Men Who Are Winning the War

How Edward N. Hurley, Once a Railroad Fireman, Became Master of American Ship Construction and Operation

By THOMAS F. LOGAN



EDWARD N. HURLEY

The American business man and the American workman may rest assured that the head of the Government's shipbuilding program knows his job and will carry the work through to successful completion.

not how—these two men failed, by reason of their differences of opinion, to build ships. The mammoth ship program, designed by the American Government to meet the onslaughts of the submarines, was at a standstill. Lloyd George had said the great need of the hour was ships, more ships and still more ships. In order to eliminate even the possibility of further discussion, or the vindication by either side of a fixed opinion, the President decided to make a clean sweep—to start, as he put it, "with a fresh sheet of paper."

He turned to Edward N. Hurley, the one successful business man of whose services he had previously availed himself repeatedly. Probably there is no other man in the country who has had more intensive training in the business of government as it touches the business of America. To show how Hurley reached the apex of his career it may be helpful to tell briefly of his career from the time he established the pneumatic tool industry in America. He organized and became president and treasurer of the Standard Pneumatic Tool Company, of Chicago. That was in 1896. He was faced with opposition in this country in financing his venture, and he gathered up his savings, took a steamer for England, and negotiated there for the sale of the English rights to his patents. "Here's what I've got—do you want it or don't you?" He didn't waste much time in discussion. He demonstrated his device, and he obtained enough out of the deal to start the industry right in America. Later on he sold out here, but not before he had gone into nearly every shipyard and showed them how they could save time and money using his devices. Sometimes he sent his card in to the manager as president of the company which he owned. Again he would send in his card as agent, carrying his kit with him for a demonstration. Whichever method was the more helpful was the method he used. He came to know the men in nearly every shipyard in the United States. It was in this way he learned the fundamentals of shipbuilding.

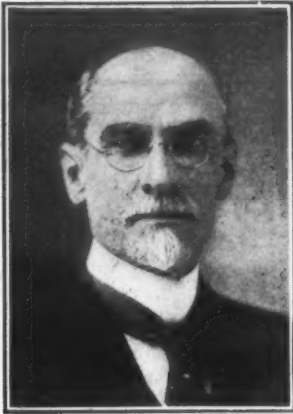
When he had finally made the business a complete success, he sold out, made a comfortable fortune out of it, and retired to farming and stock raising at Wheaton, Ill., a short distance from Chicago. He still owns a large interest in several big plants, but in retiring from all active business, he put himself in readiness to realize his dream of forgetting money-making and turning to something that would be of substantial benefit to his country without profit to himself.

President Wilson about this time asked Mr. Hurley whether he would go to the Latin-American countries as a special trade commission to see how commercial relations between South and Central America and the United States could be furthered. Other commissions had been sent there and the reports made were rich with statistics of little practical use to the Government or to the business world. Hurley's trip brought about a substantial increase in trade. His report was a business document, which told how relations could be improved and trade increased. The Government and the American business world acted on it.

About the time Mr. Hurley was making his report, Congress passed the act establishing the Federal Trade Commission. Mr. Hurley, while in no sense a politician, had worked for the election of President Wilson, and as the President was desirous of having business represented on the commission, he asked Mr. Hurley to take one of the five places. He accepted and was elected vice-chairman. Later he became chairman. He won the confidence of the entire business world. He told them what the Government wanted to do for them, instead of to them. He talked the language of business men and they understood him. They also began to understand the Government a little better. They knew him as one of the most successful business men in the country, a man who had done what he was telling them to do, who practiced what he preached. He told them, for instance, that only ten per cent. of American business men knew the cost of production in their own business. "Until you know what each item costs you," he said, "you can't know where you are making and where you are losing. Hire a good accountant; get a good system of costs, and plug up the bungholes." He established a cost accounting system, which the Department of Commerce has now taken over and which has been of great benefit to the business world. That is merely a single instance, out of many, showing how he worked.

Hurley knew business. He paid no attention to red-tape. He wouldn't know a piece of red-tape, except as a useful little friend to be used in tying up a bundle of reports. He didn't have merely a

(Continued on page 267)



THE HEAD OF THE FISHERIES BUREAU

Dr. Hugh M. Smith, Commissioner of the Bureau of Fisheries of the United States, is doing more than any one else in the world to develop fish culture and the use of fish as a food in the United States. Last year the Bureau of Fisheries, under Dr. Smith's supervision, planted more than 5,150,000,000 fish spawn in the waters of the United States.

DR. HUGH M. SMITH, Commissioner of the Bureau of Fisheries of the United States, and the world's foremost authority on fish, says: "The European War will benefit the masses of this country by bringing to their attention the fact that fish can advantageously supplant meats in every American home, and at the same time build better bodies less expensively. I believe I am safe in asserting that within two years whale-meat, a genuine table delicacy, will be preferred to beef, especially in the territory contiguous to our Atlantic and Pacific Coasts."

Whales have heretofore been caught for their oil and whalebone or else have been made into fertilizer. It is estimated that last year in American waters the carcasses of these sea giants thus wantonly wasted would represent in food equivalent between 30,000 and 35,000 head of steers. The flesh of all species of whales, porpoises, dolphins and other cetaceans is excellent for human consumption, and it is only a question of time when, both fresh and preserved, it will be in demand and extensively utilized.

Whales and porpoises are mammals, like cattle and sheep. In reality they are "meat" and not "fish." In texture and appearance their flesh resembles beef, though the color is dark red and the flavor more like steak than anything else. It is absolutely devoid of all fishy taste and can be highly recommended to those who have the opportunity to purchase it. Each huge animal of the whale family is capable of furnishing about five tons of excellent food, worth approximately ten times more than when sold for oil, bone or fertilizer. Recently residents of Seattle, Washington, and Portland, Oregon, have been fortunately able to buy whale meat, one of the fishing concerns in that region finding it more profitable to thus dispose of their catch than to use it as formerly. It sold in the market for ten cents per pound and was eagerly purchased by all classes of people and pronounced excellent. The best hotels, clubs and cafés featured it on their menus, and it was ordered by so many diners that the supply was speedily consumed.

Canned porpoise and dolphin meat are also favorably regarded by many. Incidentally, it may be well to remark in this connection that sword-fish, a dish for epicures, is a true fish and not a mammal.

No country in the world has its coasts, rivers, lakes and bodies of water populated with such a great variety of edible fish as has America, and no people on earth have overlooked as have we Americans these wonderful natural food preserves. The Chumus, whom historians say lived in Peru 25,000 years before Christ, hundreds of miles inland from the sea, and who had reached a really

Whale Steak and Shark Chops

By W. E. AUGHINBAUGH

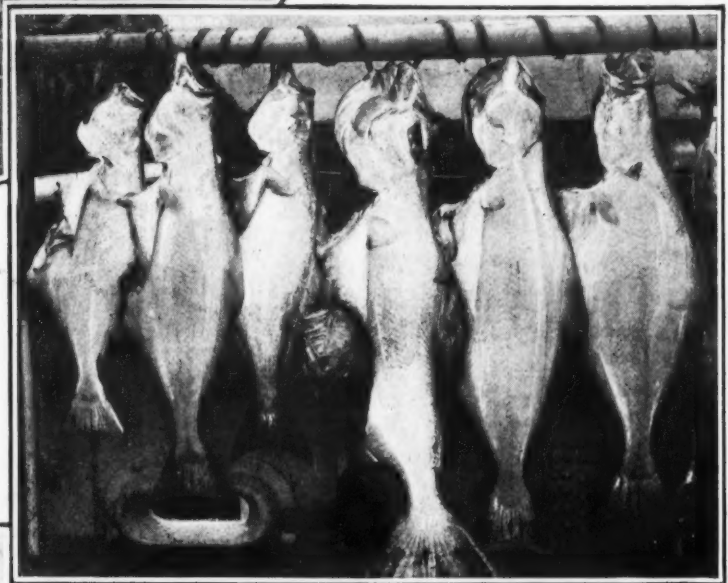


wonderful stage of civilization, had fish conveyed to them daily by relays of runners specially trained for this purpose to cross the Andes at an elevation of nearly 15,000 feet, and no meal was considered complete without this "brain-food," for such it was regarded by these people. At one period in the history of Rome, Cato the Elder wondered "how that city was preserved wherein a fish was sold for more than an ox," a striking compliment tending to show what a great alimentary value the old Romans placed on the denizens of the deep.

Custom has decreed that Friday should be the only fish day each week, and nothing is harder to overcome than custom. Reason, health, economy, the condition of the times, the law of supply and demand all suggest and urge that we eat fish more frequently. There are enough different ways of preparing fish and sufficient varieties of fish to cook in this country to provide a new recipe once a day for a year and not even exhaust the culinary possibilities. It is the foreigner and the naturalized citizens of this land who eat the greatest amount of fish per capita. Those who live too far from the sources of fresh fish supply can consume salt or smoked fish. No diet is more palatable or more nourishing

CONSERVING THE SUPPLY OF FISH

Each year the spring floods cause the rivers and creeks of the United States to overflow their banks, carrying with them millions of small fish. The United States Fish Commission has rescue crews organized to dredge these overflowed lands, secure the young fish and return them to the rivers, creeks and lakes. The fish rescued last year amounted to over 12,000,000.



FROM THE NEW HALIBUT BEDS

Here is the first catch of halibut at the newly discovered fish grounds in Alaskan waters. The halibut from these waters are perhaps the finest fish in the world.



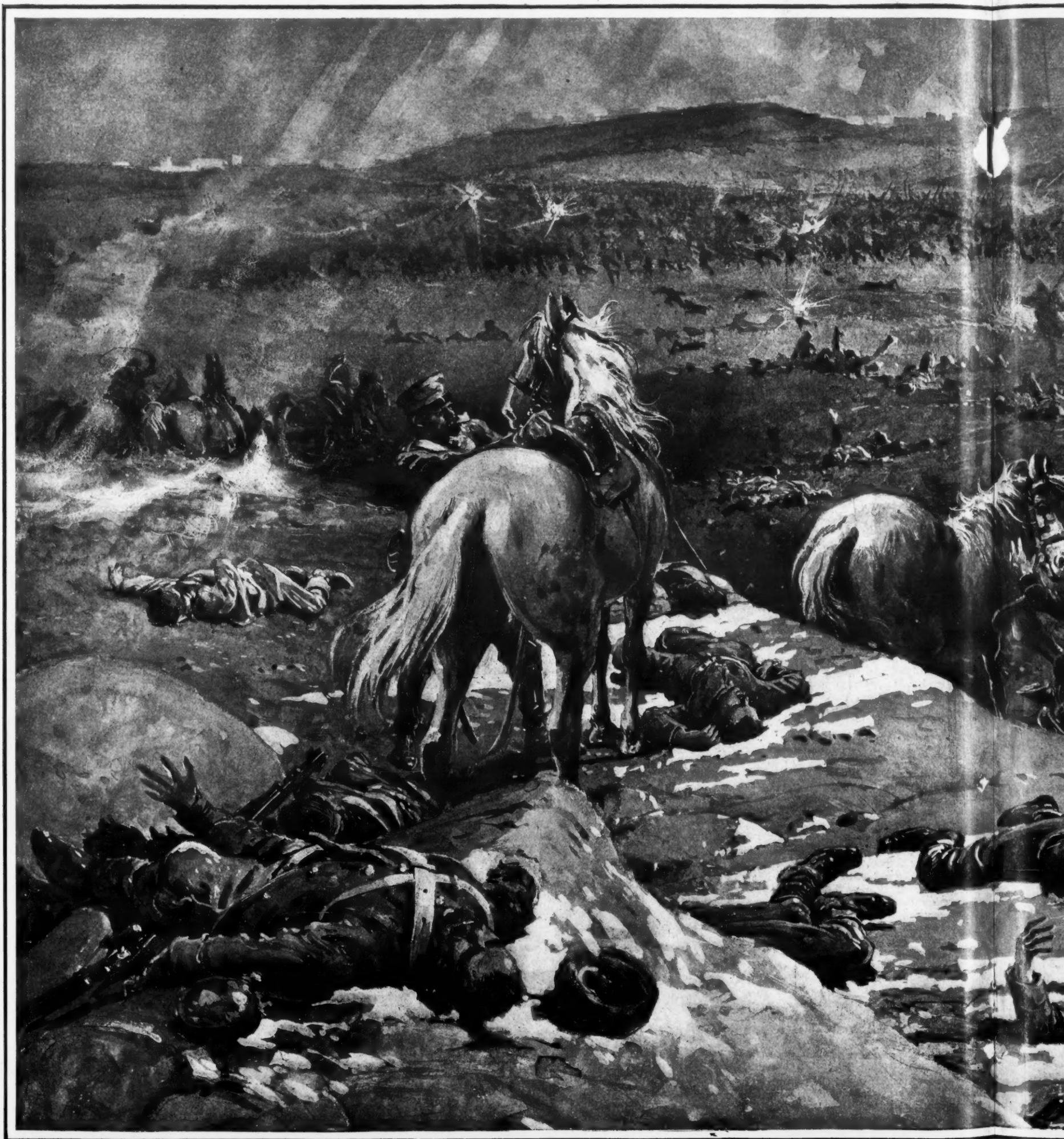
MEETING THE RISE IN MEAT PRICES

Cutting up a whale at a shore station. Every part of the whale is utilized, the meat being excellent food, the blubber making high grade oil, the whalebone being used for many purposes and the bone and refuse material converted into fertilizer.

most expensive meats. In the aqueous and alluvial systems of this country we have many what may be justly termed "neglected fish." By that I mean fish which the rest of mankind consider delicacies, but which for some untenable reason

(Continued on page 264)

THE RETREAT OF THE



On the heels of a brilliant offensive on the Russian front, to which Russia was pointing as her denial of charges of unfaithfulness to her pledges to the Allies, came the alarming news that a German advance had turned the Russian offensive into a disastrous retreat and that mutiny had broken out within the Russian ranks. Revolutionary troops yielded miles of the Galician front and the Teutonic forces drove the Russians back on a line

that extended from the Baltic to the Black Sea and even reached as far south as the Caucasus. Towns without number yielded to the invader, thousands of prisoners were taken and hundreds of Russian guns were turned against the fleeing troops by the advancing enemy. In many instances the Russian infantry cut loose the artillery and baggage train horses, mounted them and rode away despite the resistance of the gunners. Supplies,

SOLDIERS OF THE REPUBLIC IN FLIGHT BEFORE

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THE RUSSIAN ARMY



PUBLIC IN FLIGHT BEFORE THE GERMAN ADVANCE

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ammunition and stores of all kinds were abandoned in the headlong flight toward the east. Then Alexander Kerensky once more came to the front for Russia. The strength he exerted in an alarming crisis saved the day. On July 29th, the Russians, with their back-bones stiffened by the appeals of Kerensky, began to "come back," the flood tide of retreat was stemmed and many towns were recaptured. One of the most dramatic

incidents in the great retreat and final stand was the part played by a women's regiment. So commendable was its work in re-establishing morale among the men troops that a great army of women is now forming in Russia with full recognition of the government. Mr. Elihu Root, head of the mission to Russia, said upon his return that the future of democratic Russia is assured because of the spirit of the people.

Over There With Sammy

Exclusive Photographs for LESLIE'S
from Kadel and Herbert

GUARDING THE MEN'S HEALTH

"We intend to make all military camps as safe as science can perfect them," said General W. C. Gorgas, Surgeon-General of the Army, recently. In this view at the right, German and Austrian prisoners are seen laying a large water main through the American Camp under the supervision of American officers. It is said that the American Camp behind the French lines is a model in army sanitation. The railroad leading to the camp has been double-tracked and spurs and switches run here and there while roads have been widened to accommodate four vehicles abreast. Around the camp a large and active town is springing up.



WATER TANKS FOR THE ARMY

While water is abundant in the neighborhood of the American Camp a filtering system has been adopted and every precaution taken to protect the purity of the supply. Over 125 miles of 4-inch water pipe is used in the system.



FRATERNIZING

The two little French children seen above are engaged in the most popular amusement open to the children of the sister republic — teaching their language to the new Allies.



IN HONOR OF THE UNITED STATES

On Independence Day 10,000 children carrying American flags paraded in Paris. The children of France are proving to be one of the great influences in creating the best of good will between the French people and the American troops, for their quick and ready wit is greatly appreciated by the alert soldiers who find themselves in the Old World for the first time.



Raynster

Reg. U. S. Pat. Off.

For Your Protection

The *appearance* of a rain-coat does not reveal its usefulness. Waterproof and wearproof qualities are not visible.

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Whale Steaks and Shark Chops

(Continued from page 259)

or other we fastidious individuals never utilize for food purposes.

Along the Atlantic Coast the chief "neglected fish" are the sculpins, the dog-fish, or grey-fish, sharks, four species of sea-robins, many varieties of flounders, which, when caught, are always thrown away, and the whiting, a first cousin to the cod, which at times on our north-eastern coast is so plentiful as to fill to overflowing all nets and traps. The Mexican Gulf has numerous shell and other fish in the "neglected" class. On the Pacific Coast are the sable-fish, an aristocratic member of the cod family; the numerous rock-fish or trout, of which there are seventy-five different kinds found from Bering Sea to the Mexican boundary, and smelts of all classes and descriptions, which are invariably discarded. The eulachon, or candle-fish, deserves special mention, owing to the fact that it is extremely rich in fat and the expressed oil has been used for centuries by the Indians for lighting and cooking purposes. At certain seasons of the year this fish clogs the rivers emptying into the Pacific. Canned or frozen it would provide a cheap and excellent ration. As it is, no one ever thinks of it as a comestible.

The Alaskan seas are destined to become the most wonderful and most prolific fishing grounds known. A recent discovery in the waters which lave Alaska's indented shores, evidently designed by nature to afford havens to fishing craft and to serve as sites for packing establishments, is the "atka-fish" or "attu mackerel" which is found in abundance in this region. Extensive halibut feeding localities have also been brought to light, while the amount of sable-fish secured increased from 346,161 pounds with a monetary value of \$8,621 in 1916 to 1,039,980 pounds worth \$39,697 in 1917 and there is every possibility that the catch for the next season will be at least four times the present one.

Alaskan herring up to last year were caught only for bait, oil or to be converted into fertilizer. Experiments conducted by the Government revealed the fact that for smoking, salting or kippering they proved far superior to any similar fish. A professional Scotch herring smoker and curer was secured and sent into this territory for the purpose of instructing fishermen in the proper method of curing herring, with the result

that orders for 25,000 barrels of this fish have been obtained this year. In the future, instead of Alaskan herring fertilizing the rice fields of Japan or the sugar cane acreage of Hawaii, they will be utilized for food. When I state that the annual importation of smoked herring into this country from Scotland reached 200,000 barrels, some idea may be gained of the alluring possibilities of this new industry. To-day, owing to the North Sea being closed to fishermen and the Scotch factories as a consequence shut down, Scotland has placed large orders in the United States for this staple. As a further evidence of the lack of fish-food in Great Britain, the British War Office had already bought 25,000,000 pounds of fish here and stands ready to purchase all we can supply.

One fish found in the inland waters of the United States that is highly recommended by the Bureau of Fisheries is the carp. This German immigrant has been interned in this country since 1877, is extremely prolific and very rich in food value. The foreign community in New York City last year consumed 45,000,000 pounds, the supply coming chiefly from the Illinois and the Mississippi Rivers, an express car full arriving each day in the Metropolitan district from the West. It is a clean feeder, has few bones, solid white tender meat and if allowed to live for three days in clear water loses the muddy taste which it acquires from reposing on river bottoms. Smoked, it is tasty and extremely palatable.

In the issue of LESLIE'S for June 14th, an article on fish was printed which attracted universal attention, and resulted in many letters reaching this paper as well as the United States Bureau of Fisheries concerning the fishing industry. The interest displayed warrants the assumption that in the future fish will have a more prominent place in the menu of the American home. As an evidence of the interest aroused, The East Coast Fisheries Company, of 120 Broadway, New York City, composed of leading business men, organized for, and now engaged in, producing this food necessity, wrote as follows:

The thoroughness and timeliness with which you have treated this big subject, of such vital importance at this time when demands for food staples are increasing and supplies diminishing, is most commendable. Surely no more important work can be carried on by a great magazine like LESLIE'S than to align itself with the purposes of the United States Government in the education of the public on a food matter of such economic moment.

Let Us Get Down to Business

(Continued from page 255)

in America, shows a certain measure of lack of co-operation that after three years of fighting side by side is lamentable.

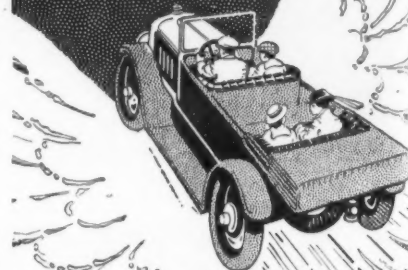
America is now in a position to force this essential principle on the Allied governments. All of them are coming to Washington and all are coming with requests for assistance in one form or another. It is now generally recognized in all the warring countries that America is the storehouse to supply the Allies with the means to continue the fight. In this position of advantage the Administration can establish a bureau of co-operation at Washington that all the other governments will have to respect. For if America is big enough to take on the job, she is now the leader of the enemies of Germany.

There have been many attempts to establish close co-operation among the Allies, but none has been successful. England has been the real leader of the Allies to the present time, but the other first-class powers have been too jealous of their positions to accept an unqualified leadership. They have insisted on inde-

pendence of thought and action and have been so jealous of that independence that thoroughgoing co-operation has never been obtained. The situation is different, now, and while America could not successfully enforce claims to unqualified leadership, she can enforce a demand for real co-operation.

In the beginning of the war there was much talk of co-operation. Plans were laid at one time for a big, permanent Allied war council, which was to have its seat in Paris and to which all the Allied nations would send representatives. This council was to be composed of both military and civil representatives. It would agree on common military action and co-ordinated war legislation. Things got as far as a tentative selection of the members of the council and one meeting was held in Paris. There it ended. Since then, co-operation has generally consisted of the premier of one country, in times of crisis, rushing around to the nearest neighbors and trying to arrange a solution of the problem. Two or three general meetings have been held in Paris,

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but only when everyone was in the most friendly mood toward everyone else. At times when there was a pressing need for the co-operative spirit, the two strongest countries would get together to force their point of view on the recalcitrant.

A fine example of the way co-operation has worked was given when maximum freight rates were put in force. England agreed on maximum freight rates. France, having no merchant marine, accepted them. Italy complained bitterly, but could do nothing against the combination of England and France. The same thing has been seen in military operations. It seems to have been impossible to synchronize the military operations of the Allies. In the opening days of the war there was a fine and noble example of co-operation, when, as Germany broke through Belgium, Russia dashed into East Prussia, and by forcing the hasty dispatch of German divisions to the eastern front helped to take the strain off France. But Russia soon suffered a big defeat as the result of this self-sacrifice, and it has seemed many times as if that example has been a sufficient deterrent to any co-operation since.

From time to time crimination and recrimination have been bitter. There was a famous and widely believed story in England at the beginning of the war of how Lord Kitchener went to France near the end of the big retreat, when the Germans were menacing Paris, and said to General Joffre, "Look here, you have got to stop this retreating and fight or I will take my army out of France and leave you to fight your war by yourselves." Regardless of the fact that the English army in France at the time comprised the mangled remnants of 80,000 men, the English people believed it was that threat that caused the Battle of the Marne.

Combined operations east and west have never been possible. They have been talked about. There has always been talk of a great offensive that would attack Germany on all sectors of the big circle at the same time. Military councils have been held in Paris, where all the Allies have sat around the same board, but there has never been a council at which at least one country has not been represented by a subordinate, who could not bind his chief, and the councils have broken up with the promise to go home and see if the authorities at home would accept the plans. Apparently, the authorities at home did not. For the combined operations have never taken place.

Italy generally acts as if she were fighting a little war of her own that no one else has any particular interest in. From time to time she starts an offensive, and then the other countries all stop fighting to watch Italy and see how she will get along. General Cadorna comes up and visits the French front and goes home and says, "France is doing fine." General Joffre goes down and visits the Italian front and comes home and says, "It is a great little country." Then Italy starts a fight or does not, as the case may be, and France does the same.

An Italian offensive has never yet synchronized with a Russian attack on the Austrian lines in Galicia. When Rumania went into the war, the Allies wanted her to strike south into Bulgaria, and Sarraïl would strike north from Salonica at the same time, with the hope of the two armies joining and cutting off Germany from Turkey and Bulgaria. Rumania, however, marched into Transylvania and long after she had been badly mauled and driven north to the Russian boundary Sarraïl struck from Salonica.

There has been more solidarity of action between England and France than has been the case with any other of the countries. But solidarity has not been an outstanding feature even there. One of General Foch's great values as the commander of France's northern armies was

always said to be that he could keep on good terms with the English.

At the time of the great German attack on Verdun in the spring of 1916 feeling was very bitter between the French and the English. The French wanted to know why the English did not attack and relieve the pressure on Verdun. As week after week went by the feeling became intense in France and the English were kept very busy trying to explain that the plan was that the Germans should wear themselves out against the French at Verdun and then the English would go in and overwhelm the weakened Germans. It was a most unsatisfactory explanation, for anyone could see that waiting until the Verdun attack was over only meant waiting until the Germans were free to move their reserves against the English offensive.

Nevertheless, it was not until the Verdun attack had settled well down into a ding dong fight for tactical advantages and the French had gathered a reserve for an attack that the offensive on the Somme began. At last, however, after the Somme offensive was under way, it seemed as though real co-operation was going to be an effective feature on the western front, at least. But there came another big shock last spring at the time of the French offensive from Soissons to Auberive.

Everyone knew that the offensive was to take place. And, of course, it was to be a part of combined operations. The English were hitting the Germans around Arras. They would continue and the Germans would not be able to shift their reserves. But two days before the French struck, the British suddenly let up and the Germans were able to move their reserves against the French. In the first three days the French identified ten new divisions before them that had come down from in front of the British.

This is not the only explanation nor best explanation for the failure of that operation, but it is one of them. It is one of the things that helped and for a brief period the attempt was made to have it the sole explanation. Facts could not be hid, however, and it soon fell into the subordinate place that belonged to it, while General Petain relieved General Nivelle as commander of the French armies.

The same lack of effective co-operation has been seen in business affairs. At the beginning of the war there was, naturally, a rush of dealers to sell supplies and a rush of buying by the various governments. Until some measure of organization could be brought out of the chaos resulting from half a world being plunged unprepared into war there was bound to be overlapping and some consequent confusion. England grasped the problem first by establishing a central bureau for purchases, a commission to control all buying of supplies for the government. It was believed in the beginning that this bureau would control the buying for both England and France, but it soon turned out that the effective co-operation was in finances only. England became at once the financial leader. It was not so much a matter of co-operation as accepting the leadership of the most powerful, but this resulted in thoroughgoing financial co-operation.

France was slower in coming to a realization of the necessities and she has never established a central commission for purchases in Paris, to co-ordinate all her buying. While the Morgan firm has been the British purchasing agent in America, every department of the French Government has had its own agents here, and the worst of it has been that not only has each department had its agents but often separate bureaus in the same department would have agents who were bidding against each other. A tremendous amount of confusion and over-buying has been the very natural result, which has contributed materially to the fortune America has made out of the war.

(Continued on page 267)

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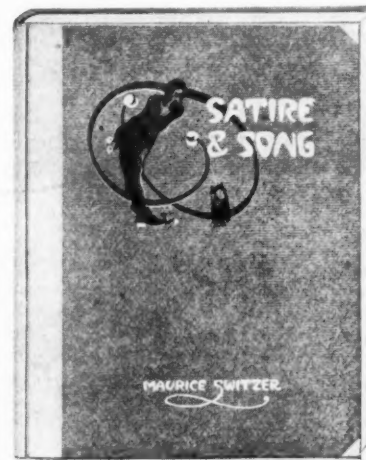
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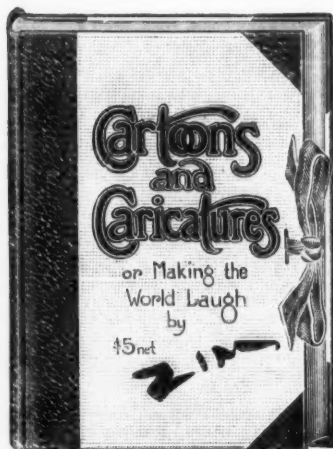
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The Separate Peace Contest

By CHARLTON BATES STRAYER

IF either side can get one nation to make a separate peace it may become the entering wedge that will break up the war. It has grown to be a contest as to which shall first break the solidarity of the other side. During all the weeks that Germany, through spies and Socialists, was working for separate peace with Russia, her armies made no attack on the eastern front. When she did attack, her spies had paved the way for an easy advance by rendering disloyal and disorganized the Russian army. Although Germany still hopes to impress upon Russia the wisdom of making a separate peace, a separate peace agreement between Austria and Russia is much more likely. Otto Bauer, an Austrian Socialist, is said to have attended a meeting of the Council of Workmen's and Soldiers' Delegates in company with Socialist ministers Tseretelli and Skobelev, while daily negotiations have for weeks been passing between Vienna and Petrograd. There can be no doubt that England is taking advantage, too, of Austria's desperate desire for peace. This explains Italy's displeasure at a recent speech of Foreign Minister Balfour on the ground that it was "over-kind" to Austria. Italy's war is with Austria, and it is impossible to imagine Italy content with any peace overtures between Austria and the Entente which do not satisfy her territorial aspirations. Austria's main grudge is against Italy, too, and if able to secure a separate peace with Russia, she would be able to throw virtually all her forces against Italy in a crushing campaign. If Turkey were not so completely under the Kaiser's thumb, Russia might easily secure a separate peace with Turkey.

AT the very time the hottest fighting of the war is going on in Flanders, the peace propaganda has reached its most vigorous stage. The feeling at Washington, both among State Department officials and Entente diplomats, is that Germany is agitating peace in the hope that her enemies will be forced or induced to open negotiations with her without first being apprised of her peace terms. President Wilson is quoted as not regarding Germany's recent peace feelers as genuine. The American Union Against Militarism has resumed activities and has secured Senator Stone of Missouri to make a speech in the Senate in response to the Reichstag peace resolution. Senator Lewis, Democratic whip, says the President will be the first to act when real peace signs appear.

Japan, who entered the war on the side of the Entente because of her alliance with Great Britain, is not quite sure that a complete defeat of Germany would be of benefit to her, because of the arrogant attitude she claims a victorious Britain would assume in Far Eastern affairs. Japan also objects to being used as a club by the Entente to keep Russia in line, but a writer in the *Osaka Mainichi* says if Russia were to join Germany as an active ally, then Japan would fight with all her might to save herself. In addition to the Socialistic element which is working for peace, the war party in Italy has to contend with the Vatican influence, which is bending every energy to save Austria. One correspondent represents England as having passed the day of bragging and boasting, with a disposition among statesmen gradually to narrow the issues in so far as is consistent with honor. A secret conference of international financiers recently held in Switzerland is reported by *New Europe* as working for immediate peace in order to arrest the growth of international socialism and the rising tide of revolution throughout Eu-

rope. All the world will agree with Hall Caine, the English novelist, that this war must secure for the nations "justice, freedom and security," but there is great divergence of opinion on the two sides as to how these blessings of peace may be made certain. There is a feeling abroad that a clean-cut declaration by President Wilson of America's aims in the war would have great influence with the Central Powers as well as with the Entente.

WHEN a nation's armies fail to win, the people demand cabinet changes. Many of the belligerents have had such upheavals. Autocratic Germany, naturally, was the last to have this experience, but now that the new Chancellor has reorganized the cabinet, the whole world is asking what it will mean, both as to the democratization of Germany and as to possible moves toward peace. The German people, whose interest seems to be mainly as to the former point, find little encouragement for internal reform in appointments. "The great German nation," says the *Tageblatt*, "exercises neither direct nor indirect influence in the selection of its servants." Says the *Zeitung am Mittag*: "One will look vainly for a new method in this system of ministerial appointments." Chancellor Michaelis has literally lived up to the promise of his inaugural speech, in which he said he would call to the cabinet representative men from the various parties, but with this reservation as the Kaiser's mouthpiece: "I am not willing to permit the conduct of affairs to be taken from my hands." The Socialist organ, *Vorwarts*, comments on the new administration as one of "enlightened bureaucracy."

Great significance is attached in some quarters to the appointment of Dr. Richard von Kuehlmann to succeed Dr. Zimmermann as Foreign Secretary. When the German Foreign Office announced last February that ruthless submarine warfare would be resumed, von Kuehlmann expressed opposition to it because it would drag the United States into the conflict, and he knew that this would spell eventual commercial and industrial disaster for Germany. He is also represented as eager to reconcile Great Britain, realizing that an after-the-war friendship between Great Britain and Germany is necessary to the latter. Too much reliance cannot be put upon the report that the new Foreign Secretary is friendly to the United States. In some quarters it is thought that Dr. Helfferich was retained as Vice Chancellor in order to work for peace, and that he will be the real director of foreign policies.

Having weathered the worst storm the new Russian Government has experienced, Premier Kerensky has formed a cabinet including three Constitutional Democrats, in addition to representatives of all other parties, thus giving Russia a real coalition government. In this connection, the suggestion of Representative Fuller of Massachusetts that President Wilson should form a coalition cabinet is worthy of consideration. Why wait until a possible catastrophe before enlisting the best brains and best skill that the country affords irrespective of party affiliation? In this time of the nation's supreme need, when party lines are swept away and all are united in common defense, why should not the cabinet and all boards be organized on non-partisan lines? Mr. Root has returned to America with the most assuring report of Russia's stability and ability to solve her problems under Premier Kerensky.



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Men Who Are Winning the War

(Continued from page 253)

punch. It was literally a wallop. When the Federal Trade Commission received a complaint against some business house, charged with restraining trade, he would tell the head of the house to come down for a chat, and not to bother about a lawyer. Nine times out of ten, the grievance was redressed, the improper practice stopped, everybody was happy, and the public fully protected.

When he felt he had finished his part of the job, at least the educational part of it, Hurley asked the President to let him go back to his farm for a while. The President reluctantly let him go, after receiving an assurance from Hurley that if wanted again his services would be forthcoming.

The American Red Cross needed reorganization to bring it up to the modern needs of an American war. Its machinery had to be increased in size and multiplied. Its war job was one of the biggest known to history. Its relief work did not stop with the American army already in France or yet to go there. Relief had to be furnished to millions of destitute people, to the wounded, the sick and the dying in France and Russia and on all battle-fronts. A big fund was needed. Business men were needed to put life into the Red Cross, to give it real business and financial management. The President decided to appoint a Red Cross War Council to take supreme control of relief work. He appointed five men, Henry P. Davison, of J. Pierpont Morgan & Co., Charles D. Norton, Cornelius Bliss, Jr., Grayson Murphy and Edward N. Hurley. This group of successful men talked over the first sum that was to be raised from the generous American public. Some of them thought the first appeal should be for fifteen million dollars. Some thought it ought to be fifty millions—that the American people would gladly give that much. Hurley thought it ought to be one hundred millions. "Americans," he said, "will give that much and more." One hundred millions was the sum finally fixed in the appeal. The people contributed that much and more. And much more will be needed.

Control of American exports has been one of the great war needs. Congress passed a law giving the President authority to control shipments from America to the neutrals and to all other countries. Only in this way could American foods and other commodities be kept from reaching the enemies of the American Government. It has been said that certain neutrals have been feeding Germany since the war began. The American Government wanted to be just to the neutrals, but it felt that it must protect itself against German autocracy. It was a question to be solved by good judgment, business knowledge, and export experience. The Department of Commerce asked the President to transfer Hurley from the Red Cross to the Export Council. He had laid the foundations for export control when the President, having decided to start with a fresh sheet of paper in the shipping program, called him to take hold of the biggest war job of all—to be master of the world's shipping.

Hurley has been Chairman of the Shipping Board long enough for everybody to know that he is the right man in the right place. His first announcement was characteristic of him. "I realize the importance of the task which the President has entrusted to me," he said. "We are going to build ships, not talk about them." That was all. It was enough. He has a sign in his office which says briefly but hospitably: "Sit down but don't intern."

He is an upstanding, two-fisted, square-

faced man, a little above medium height, of strong build. His eyes are keen and intelligent, his manner energetic, but poised. His mustache is close-clipped. He wastes no words. He gets to the root of a problem quickly, discarding non-essentials. He knows men, and he knows how to deal with them frankly and intelligently. He is just fifty-three years old, but looks younger despite the fact that he fought his way to the top, with no favors shown him.

He remembers his struggle to accumulate his first \$500. It represented grueling work and self-denial. He has never coddled himself. His farm at Wheaton is comfortable and in excellent taste, but while he is dressed with care and discrimination he has no valet. He takes no vacations. Occasionally he plays a game of golf, but nearly all his time, except the hours for sleep, is devoted to business.

In his waking hours, he is a human-dynamo. He doesn't waste time. He conserves it. Each day there are one hundred or more callers at his offices in the headquarters of the Shipping Board. In the short time he has been in charge, he has grasped the shipping problem so well that he is able to give good business judgment on every problem presented. The callers go away without any sense of confusion. They are aware that this man knows what he is doing. He doesn't believe the accuracy of a shot is improved by keeping a gun to one's shoulder indefinitely. He takes just enough time to aim with care and deliberation, and then fires.

It is significant that both General Goethals and William Denman praised the appointment of Hurley; that the press unanimously endorsed the appointment; and that the personal telegrams received by him from all over the country represented the enthusiastic approval of the labor element as well as the business world. He will make good because it is his habit to make good, because there has never been anything accidental about his success, because it has been due always to natural ability and unflagging industry. He fought his way up from the bottom and the qualities that made him a model engineer of the C. B. and Q. have made him likewise the ideal man for the biggest war job of the American Government. He has the tact, discretion and culture that help in dealing with the suave representatives of foreign governments and he has the first-hand knowledge of human nature that enables him to deal, in man-to-man fashion, with the mechanic in the shipyard. As a self-made man it is possible to say of him that he made an excellent job of it.

Let Us Get Down to Business

(Continued from page 255)

When America intervened in the war, France made a real attempt at co-operation for her own purchases by sending André Tardieu to this country as High Commissioner of France. His mission is a business one. It is his duty to co-ordinate the purchases of France in every and all departments, to put an end to competitive bidding by one department and one bureau against another. Before M. Tardieu left Paris it was his hope that it would be possible to have established at Washington a bureau to control all purchases for the Allies in this country. To do this is a very necessary thing. It is the first step in the realization of organization out of confusion, in an effective co-ordination of effort in all directions.



Giving The Little Tots Instant Postum

is quite in order, for this pure and wholesome drink, now so extensively used in place of coffee, is a real health drink for all the family.

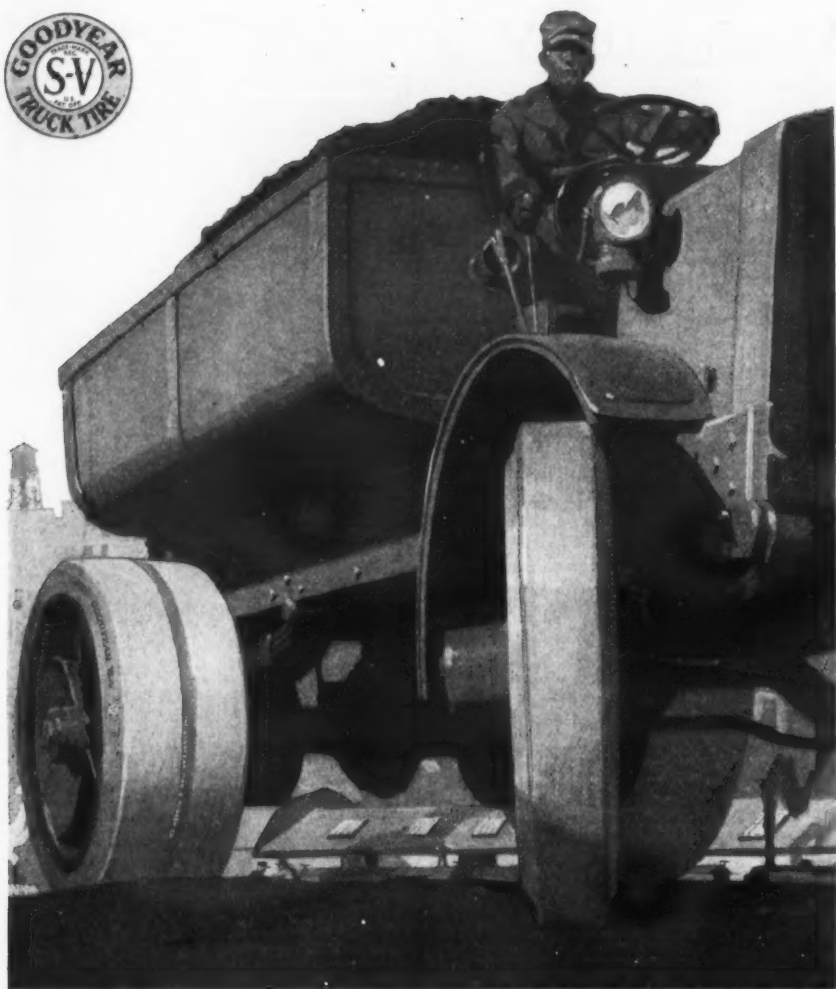
Children should never be allowed coffee, and many grown-ups, finding that it disagrees, quickly realize the benefits of improved health when a change is made to

POSTUM

There are no drugs or other harmful ingredients in this beverage of delightful flavor. Then, too, there is real economy in its use, for unlike coffee, it can be made instantly—the exact number of cups needed.

Delicious
Healthful
Economical
"There's a Reason"





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S-V Sets New Record

The Goodyear S-V Pressed-On Truck Tire is even better than before.

Our experimental department reported that certain improvements made in S-V last year were giving this marvelous tire an even greater durability, coupled with increased power to cushion loads.

Now reports from the new S-V, in actual use all over the country, confirm what our engineers said must be so.

The records of 576 tires are included in this proof. These had been used—or were still being used—by 171 owners in 74 cities throughout the land.

The grand average performance of all these tires was 15,308 miles.

This figure exceeds by 1,600 the average attained in a similar census eight months ago.

Please note that this is not a selected list of tires, used on trucks engaged in special light service, or on extra smooth roads. All reports were set down just as they were received—40,000 miles followed by 7,000—the merely good as well as the extra good.

So the figure is typical of the average mileage of S-V Tires in all kinds of service, underloads and overloads, on boulevards and rocky roads.

If **your** tires are not delivering an average like this, you should make it a point to try S-V's next time you need tires.

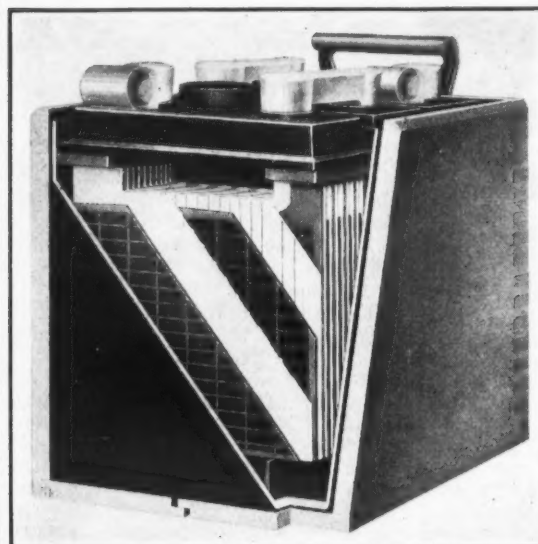
The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



INTERIOR OF THE MODERN STORAGE BATTERY

The plates are alternately of the negative and positive type, and are kept apart by the thin separators, as shown. The battery solution should be kept to a level somewhat above the top of the plates by the frequent addition of water. Sediment collecting in the bottom to a point where it comes in contact with the plate causes a short circuit and makes expert repair of the battery necessary.

The "How" and the "Why" of the Storage Battery

IF you place a fine, twenty-one jewel watch in a tin case, you will not expect it to receive very respectful treatment at the hands of any one who does not know the value of the movement that the case contains.

Probably the psychological effect of the rough-appearing storage battery box is somewhat the same upon the average motorist. Could he realize the delicacy of the parts inside and the care and time required in their manufacture and assembly, he would be more inclined to treat his storage battery as he would his full-jeweled watch enclosed in its eighteen-karat gold case.

When we consider that this box, occupying scarcely more than one-half of a cubic foot of space, furnishes the current that takes the place of back-breaking crank turning, that lights the headlights, ignites the spark, and operates the horn, we will be impressed with the fact that it is indeed the very essence of concentrated power.

But this power cannot be delivered unless it is properly stored. In other words, the storage battery is not a power producer, but rather a power reservoir. This reservoir is filled at a certain moderate rate by means of the generator which should operate whenever the engine of the car is in motion. If we look upon the generator as supplying a small, steady stream of current to the reservoir, and consider that the starter represents a drain on this reservoir comparable to that prevailing when the stopper is removed from the waste pipe of a wash bowl, we will understand the reason for the statement of the battery manufacturer to the effect that the current demanded for one minute's operation of the starter requires at least twenty minutes normal running of the car for full replacement. This fact will also possibly serve to explain why adjustments of the carburetor and spark-plugs making for easy starting of the engine add to the life of a battery through the elimination of undue strain caused by the starter.

The storage battery is a willing servant and will deliver as much or as little current as is required. It will give up its last ounce of strength in a vain effort to crank and start a stiff and balky engine, until there is scarcely power enough remaining to furnish the tiny current necessary for the formation of the spark of ignition.

The current required to obtain the initial revolution of an engine is much greater than that necessary to keep this same engine turning. Consequently, it is during the first second or so when the starter pedal has been depressed that the greatest demands are made on the battery. For this reason, it is advisable, during cold weather, not to open the ignition switch until the engine is well under way and a greater amount of current is available for the formation of a spark.

It may well be asked why the generator, as furnished on the average car, is not made of sufficient capacity to keep the battery filled with current regardless of the demands made upon it by the starter. The answer lies in the delicate construction of the storage battery and the chemical action which takes place during the charging or discharging period. A continued charging rate in excess of the fifteen or sixteen amperes furnished by the generator would produce heat and violent chemical action in the battery which would soon result in damaged insulation, injured plates, and possibly the destruction of the entire set of cells.

Although under-charging and the lack of sufficient current to replace the drains made upon the battery is the common fault of most systems, the conditions outlined in the preceding paragraph will be encountered if a fully charged battery is subjected to continued charging without using current. Such conditions only prevail when long tours are taken in the daytime, and it then becomes advisable to switch on the lights in order to consume the excessive current which is generated when the engine is run. Overcharging will assert itself by an increase in the temperature of the battery. The battery should never be allowed to become so hot that the hand cannot be placed on top of the cells.

The ammeter, which indicates not only whether the battery is being charged or discharged but the amount of this current passing to and from the electric reservoir as well, is almost a necessity on every car. Such an instrument should indicate a charging rate of from twelve to fifteen amperes at car speeds of from fifteen to twenty miles per hour. It should show a current discharge of from two to six amperes when the engine is running slowly and the lights are switched to the bright position. Failure to register a proper charging rate is an indication of a

broken of form of be imme

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broken or loose connection, or of some form of generator trouble which should be immediately investigated.

A battery which has been called upon to furnish more current than that which has been supplied to it by the generator during the same interval of time will eventually reach the logical stage known as "discharged." Even when in this condition the nery little power storage plant may furnish sufficient current for ignition, a faint sound of the horn or dim lights, but it will have been drained beyond the point where it can be rejuvenated by the generating system of the car. When this condition is reached, the battery must be removed and charged at a service station at a certain predetermined rate, depending upon the battery and its type. This charging operation may take from one to three days, but if the battery has not been unduly abused, the effect will be to restore the battery to its normal efficiency. However, it is far more desirable to anticipate this depleted condition of the battery and by so regulating long daylight runs of the car and eliminating drains from the battery system as much as possible, to give the battery a "breathing spell" which, with the help of the generator, will allow it to come back to normal.

How may this fully-charged or dangerously-discharged condition of the battery be indicated? Merely by means of five minutes time on the part of the owner and the investment of a dollar or so in a little glass tube and syringe-like instrument, known as the hydrometer. The liquid from each cell is drawn off into this hydrometer, and the depth to which a small thermometer-like affair sinks as read on a scale, is known as the "gravity" of the liquid or battery acid. For a fully charged battery this gravity should indicate from 1285 to 1300 and for a fully discharged battery about 1150. If the gravity of a battery is allowed to fall below 1200, it will be rather difficult to bring it back to normal merely by the means of the generating equipment of the starting system. The reading in each cell should be taken, and there should not be a variation of more than ten or fifteen degrees in the gravity of any one. If the acid in one cell indicates a low gravity, while that in the others is high, the battery should be taken to an expert for examination and repair of the offending cell.

The chemical action and heat generated in the battery during the charging process evaporates the water which constitutes a large percentage of the battery solution. This should be replaced every week or two by means of sufficient distilled water or rain water to fill the battery solution to a level well above the tops of the plates, which can be seen from the filling hole. The solution should never be allowed to fall below the tops of these plates, for the delicate material with which they are covered will then become dried out and not only will the efficiency of the battery be eventually interfered with, but the expensive plates themselves will be harmed, so that the battery will be permanently damaged. The rain water or distilled water used in the battery should never be kept in a metal container, for even as small an amount of iron as that found in a rusty tack will produce sufficient chemical action in the battery to ruin one or more of the cells.

Because of the severe service to which it is subjected, the life of even the best battery will not always exceed one and a half or two years. Although the starter represents the most severe drain to which the battery is subjected, the starter is in operation for but a very small percentage of the time, and, therefore, in reality a judicious use of the lights plays an exceedingly important part in the condition of a set of storage cells. Although bright headlights may use only from six to eight amperes, this, nevertheless, represents at least half of the current supplied to the battery

when the car travels twenty miles per hour.

Under these conditions the charging rate is just cut in two and it behooves the motorist to obtain full value from the current thus obtained. Lighting laws now enforced in many of our states and cities have induced drivers, probably through a false sense of economy, to cover their headlights with opaque paper, soap or some device intended to reduce the brilliancy of the light. Not only does such a practice reduce the road illumination to a dangerous point, but the battery is called upon to furnish just as much current as though the rays were directed in a brilliant, well-focused beam five hundred feet ahead of the car. Devices intended to concentrate or divert the illumination in the desired direction are, therefore, cheaper in the end than makeshifts which reduce the volume of the light for which the motorist, through additional gasoline consumption and outside charging the battery, must eventually pay for anyway.

A Book for Busy Men

THE American business man has not been a writer of books. Of more than ordinary interest therefore is the volume by Frank W. Noxon, Secretary of the Railway Business Association, embodying a discriminating interpretation of the economic, political and social happenings of the first decade and a half of the twentieth century. Its title—"Are We Capable of Self-Government" might seem to suggest a scholastic discussion of democratic government, whereas it is a very practical review of the Government's effort to deal with business and trade by means of legislation and regulation through commissions. The past fifteen years have been a period of experimentation in business and social legislation, and Mr. Noxon, by his keen analysis, has separated the blunders and vicious elements from what has been soundly constructive. The chapters dealing with railway regulation, bank legislation, organized labor and the paradox of unrest are particularly valuable. Mr. Noxon does not fail to castigate the three and a third million men who shirk their responsibility as citizens by staying away from the polls. The author's knowledge of history, his racy and epigrammatic style, make a book as readable and entertaining as it is analytic and informing. The publishers are Harper & Brothers, New York.

Americans All

From the moors and the tors of old England,
The wild Irish glens and the bogs,
The banks and the braes of the Highlands,
And Holland the country of fogs,
From the Rhine and the Seine and the Tiber,
And the Alps where the yodelers call,
They come o'er the stormy Atlantic—
Americans all.

For here on the rim of the sunset
The land is a melting-pot vast,
And into it goes every stranger
Regardless of color or caste.
The immigrant boy with his bundle,
The immigrant girl in her shawl,
Emerge from the caldron of nations—
Americans all.

The tools of new labors await them,
Each a wand full of magic to wield
In the charming of gold from the highway,
The shop and the mill and the field.
And Fortune to some of them beckons
From the windows of skyscrapers tall;
Prosperous, happy—behold them!
Americans all.

So when on the horizon rises
A war-cloud to threaten the land,
With Liberty's native-born children
Shoulder to shoulder they stand,
For America ready to battle,
For America ready to fall,
Not Russians nor Swedes nor Italians—
Americans all!

MINNA IRVING.

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The Great Pacific Pike

When Will You Try Them?

A plurality of American motorists now is enjoying the unmatched efficiency and economy of Goodyear Tires.

To them, Goodyears are delivering more in mileage, more in comfort, more in freedom from trouble and more in satisfaction, than they could safely expect from any other tires.

Proof of the vast extent of the Goodyear market is seen in the fact that more Goodyears are sold in this country than any other brand.

Proof of the entire satisfaction delivered to Goodyear users is seen in the fact that Goodyear's leadership is steadily growing.

When will *you* try Goodyear Tires? When will *you* enjoy their unique advantages?

It is our earnest conviction that every day you delay is costing you money and pleasure.

We are confident that once you *do* try them, Goodyears will realize for you all that is desirable in tires.

That is the common experience of the thousands of individuals who now make up the satisfied Goodyear army.

Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
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During the hot weather

PARIS GARTERS

No metal can touch you

receive their severest tests. No. 1598, made with the long, easy stretch Steinweave elastic, is particularly comfortable and serviceable for this season of the year.

Many men have several pairs of PARIS GARTERS, because frequent changes prolong their wear and service.

50c 35c 25c

The name is on the back of the shield. Look for it.

A. STEIN & CO.

Founded 1887

Chicago

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BANKING BY MAIL AT 4% INTEREST



THE CITIZENS SAVINGS & TRUST CO.
CLEVELAND, O. CAPITAL & SURPLUS \$8,000,000.00
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The most beautiful of the City's small hotels. Four minutes' walk to 40 Theatres. Center of shopping district. Much favored by women traveling alone. \$2.50 up.

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Cut out this ad and mail it to us, with your name and address (no money); and we will send you our **FAMOUS KARNAK RAZOR** by return mail, postpaid. You may use the razor for 30 days **FREE**; then, if you like it, pay us \$1.85. If you don't like it return it. **SEND NO MONEY—MORE COMPANY.** 340 More Building, St. Louis, Mo.

The Melting Pot

Morsels of Daily Activities from the World's Cauldron

ADMINISTERING the draft law cost the United States \$8,660,480.

The free mail sent out by Congressmen amounts to 7 tons a day.

A dog in Lynbrook, N. Y., ran into a burning house to save his mistress and perished with her.

During a recent thunder-storm in New York hail stones fell estimated to equal 500,000 tons of ice.

The Appellate Division of the Supreme Court of New York has ruled that tips are wages under the law.

During the Civil War the exemptions claimed in the draft were 65 per cent.; today they are only 35 per cent.

Bishop Woodcock of Kentucky holds that "worry is a greater evil and does more harm than rum or vice."

The Central Labor Union of Boston has voted to turn down a proposal to increase the pay of American soldiers.

A woman of Hackensack, N. J., unable to swim, plunged to her son's rescue and was drowned. The boy was saved.

A New Jersey judge, an authority on divorce and author of several legal works on marriage, is being sued for divorce.

A Pittsfield, Mass., man who could not swim refused to take a dare, jumped overboard from a boat and was drowned.

Confederate Veterans have sent a telegraphic request to President Wilson to send Roosevelt to Russia with 100,000 men.

The chief of police of Indianapolis has been sentenced to four years' imprisonment for conspiracy in election frauds.

The Supreme Court of the State of Washington has held that labor unions are responsible for any damages occurring by reason of picketing.

The women of Montclair, N. J., interested in food conservation are wearing plain one-piece dresses which they have christened "Hooveralls."

A bill has been introduced in Congress to create an American medal for brilliant military service that will rank in America with the Victoria Cross of England.

Once a month a New York broker passes the hat in Wall Street among friends and the collection thus obtained supports an aged and infirm Italian woman.

The administration buildings of a cantonment in Louisville, Ky., were built of lumber made from trees cut down in a Mississippi pine forest a week before.

The Rev. William Henry Robert of Philadelphia says there never was a time in the history of the world when more faith in God was needed than right now.

A commander of the Royal Navy Air Service of England has been accused of accepting a rakeoff of \$240,000 from contracts with the Curtiss Aeroplane Company.

A Worcester, Mass., young man who recently rescued a young woman from drowning, is being sued for injuries claimed to have been sustained by her in the rescue.

New government regulations practically forbid the issue of passports to women or children to go to Mexico. Traveling conditions in that country are considered unsafe.

The shortage of beer for workmen in England has resulted in strikes. The discontent was so great that the government decided that more beer must be brewed.

A Wisconsin man's defense against his wife's divorce suit was on the ground that she refused to speak to him and compelled him to buy a phonograph for company.

The falsehood still persists that the government of the United States annually grants a postal subsidy of \$80,-

000,000 to the newspapers and periodicals of the country.

Five hundred expert women doctors are eager to be sent to France for base hospital work. More than 3,500 other women doctors have volunteered to take up war work.

Oregon, whose Congressmen constantly opposed a ship subsidy, has passed a referendum in favor of a state subsidy to secure an American merchant marine on the Pacific Coast.

Engineering work approaching the magnitude of the construction of the Panama Canal is about to be done in France by the Engineering Corps of the United States Army.

American naval regulations prohibit the sale to bluejackets of cigarettes in naval canteens in Europe, but not the sale of papers and tobacco from which cigarettes are made.

5,000 patriotic citizens of Calumet, Mich., recently met and warned the I. W. W. that they would not tolerate agitation that would tend to curtailment in copper production in wartime.

A nation-wide survey of the National Emergency Food Garden Commission discloses a \$350,000,000 crop from vacant lot and home gardens throughout the United States this year.

A Star Harbor, Michigan, woman is suing for a divorce because her husband would not allow her to wear the silk lingerie to which she said she was accustomed before marriage.

Hon. Andrew D. White, former minister to Germany, says: "The future danger here is anarchy. Many people are becoming impatient of the restraints of a republican government."

J. Ogden Armour, when asked about the draft situation in his plant, replied that the government could have his plant, his personal services and any one man or group of men in his employ.

A strike in a Lehigh Valley coal mine that laid up the plant for several days, was brought about because thirteen members of the union did not wear buttons showing that their dues had been paid.

Connecticut recently repealed her old "blue sky laws" and for the first time in 300 years milkmen, druggists, ice cream stores and similar mercantile establishments did a flourishing business on Sunday.

The railways of the United States are paying war prices for everything they have to buy, and are being paid peace prices for the only thing they have to sell—transportation, says the *Pere Marquette Service*.

Secretary Daniels decries the leniency of a court-martial decision which sentenced Second Lieut. David H. Owen, U. S. M. C., to lose only twenty numbers in rank for maltreating a native of Santo Domingo.

The offer of the anthracite coal companies in Pennsylvania to give garden plots to their employees was accepted by more than 5,000 persons. The companies provided seeds and scientific instruction also.

The management of a large building in New York experimented with women as elevator operators, but has been unable to find any women who could stand the strain of three hours' work in the car and who could keep within the schedule required.

Bishop Williams of Detroit says: "The world has suffered as much from blundering reformers as from intentional knaves. Short-haired women and long-haired men who are always trying to bring about a moral reconstruction should learn that doing good demands intelligence for its proper guidance."

Let the people rule!

Special Opportunities

PATENT ATTORNEYS

Patents Secured or Fee Returned. ACTUAL search and report free. Send sketch or model. 1917 Edition, 90-page patent book free. My sales service gets full value for my clients. Trade marks registered. Prompt service. Personal service. George P. Kimmel, 217 Barrister Bldg., Washington, D. C.

Wanted Ideas—Write for List of Inventions wanted by manufacturers and prizes offered for inventions and list of Patent Buyers. Our four books sent free upon request. Victor J. Evans & Co., Patent Attys., 813 Ninth, Washington, D. C.

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Wanted an Idea! Think of Some simple thing to patent. Protect your ideas, they may bring you wealth. Write for "Needed Inventions." Randolph & Co., Dept. 789, Washington, D. C.

HELP WANTED

Government Positions Pay Big Money. Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

Thousands Government Jobs Now Open to men-women. \$100 month. Vacations. Short hours. Rapid promotion. Write for free list of positions. Franklin Institute, Dept. F-131, Rochester, N. Y.

Wanted—Men and Women to Qualify for Government positions. Several thousand appointments to be made next few months. Full information about openings, how to prepare, etc., free. Write immediately for Booklet CG811, Earl Hopkins, Washington, D. C.

FARM LANDS

This Little Farm in Virginia is an ideal poultry and fruit proposition; located in fine community at railroad station and general store in beautiful Shenandoah Valley; 2 miles from good town; modern five room bungalow, nicely furnished; price \$1,250, easy terms. Send for magazine and list of farms from \$500 up. F. H. LaBaume, Agrl. Agt. N. & W. Railway, 244 N. & W. Bldg., Roanoke, Va.

PERSONAL

Cash for Old False Teeth. Send Us false teeth in any shape. Diamonds, watches, gold, silver or platinum. Jewelry, new or broken. Magneto points. We send cash by return mail and hold your goods 10 days. We will return them at our expense if our offer is refused as unsatisfactory. Established 1899. Liberty Refining Co., 432 Wood St., Pittsburgh, Pa.

SONG WRITERS

Songwriter's "Key to Success" Sent Free. We revise poems, compose and arrange music, copyright and facilitate Free Publication or Outright Sale of Songs. Submit poems for examination. Knickerbocker Studios, 116 Galety Bldg., N.Y. City.

SALESMEN WANTED

Side Line Men. Do You Want a Real one that order a day will pay you \$9.00? No samples to carry. Something new. Write to-day. Canfield Mfg. Co., 208 Sigel St., Chicago, Ill.

AGENTS WANTED

Agents Wanted—to Advertise Our Goods by distributing free samples to consumer. 90 cents an hour. Write for full particulars. Thomas Mfg. Co., 540 North St., Dayton, O.

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Be An Artist, Make Money Drawing comic pictures. Let the world's famous cartoonist, Eugene Zimmerman, spill a few ideas into your head. Get the Zim Book—it's chock full of valuable suggestions. Price \$1.00 postpaid. Bound in 3-4 Morocco. Satisfaction guaranteed. Money back if book returned in ten days. Address Zim Book, Desk 8-23, Brunswick Building, New York.

How to Sell Goods in South America is clearly told by a sales manager of 25 years' experience. W. E. Aughinbaugh, in "Selling Latin America." Read about how to influence sales, bill, collect, etc., in this \$2,870,000,000 market. Sent postpaid for \$2. Circular of information free. Small, Maynard & Co., 16 Beacon St., Boston, Mass.

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NEW YORK, N. Y.

Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

WHILE discordant voices wrangle over whether it is a "poor man's bill" or a "rich man's bill," it may be that the war revenue measure will tell its own story. The Senate boosted the House bill for raising revenue by direct taxation to the sum of \$2,006,790,000. Income and corporation taxes and excess profits taxes are to pay \$1,339,000,000 of the total. This fact is more enlightening than a week's debate in Congress. But it will puzzle the lay mind to contemplate an expected revenue of \$135,000,000 from the tax on distilled liquors, when their manufacture is prohibited by the administration food bill. Presumably the revenue bill will come in for alteration in this item later on. These items cover practically three-fourths of the amount to be raised for war purposes by taxation. Amusements will pay \$23,000,000, transportation receipts of various kinds will contribute \$131,000,000, tobacco in its several forms of manufacture comes in for \$56,500,000, and beer and wines will sustain a levy of nearly \$70,000,000. The Democratic majority in the Senate reversed its position on the "free breakfast table" by slapping \$86,000,000 on sugar, coffee, tea and cocoa, giving grounds for the objections filed by majority leader Kitchin of the House to the Senate changes, although they were mainly an improvement on the House measure. The only large item left is \$40,000,000 from automobiles. The mysterious "Virgin Island products," intended to raise \$20,000, is an exception allowing our newly purchased territory from Denmark to manufacture distilled spirits from home-grown products. As the first year's cost of war has been variously estimated all the way from \$14,000,000,000 to \$18,000,000,000, the Senate tax bill is but a beginning. The rest will have to be raised by bond issues. Under the present revenue measure we will be subject to a tax twice as large as Great Britain carries. The limit has been almost reached, with the result that the talk about making "the present generation pay for the war" is no longer being heard to any extent.

Who Pays for the War?

ard of value for money. Although it has been shown that the amount of food grains entering into the manufacture of distilled liquors is negligible, the bill prohibits the use of foodstuffs in distilled liquor making, which may extend to the making of beer and wine if considered necessary. Taken in connection with other war legislation, the one-man power in the greatest of democracies now surpasses any previously granted any individual in the world's history by the free will of the people.

NO sooner do labor troubles end in one section than they develop in another. Thus far the Administration has been quite successful in handling them, but the persistence with which they return is causing Unrest of Labor anxiety. The belief that the propaganda of the I. W. W. and similar bodies are connected with anti-draft riots and that enemy influences and money are behind both is strong, but difficult of proof. Much of the difficulty is doubtless due to the apparent inability of the Government to get down to an understanding with mine owners and others as to prices for raw materials. If this could be adjusted, there would be a basis for operators to go on in dealing with labor. Meanwhile, the output of industry is slacking. The copper mines are yielding far less than a few months ago. Intimations that a labor council of the Council of National Defense will be organized are not given much credence. These subordinate boards have been principally useful in demonstrating their inability to get anywhere. More probably the plan of handling labor disputes finally adopted will follow the English system. If this is paralleled, the War Department will have supervision over all industries connected with the war. Under such an arrangement factories may be commandeered where labor troubles or disputes threaten to hold up work. The power of commandeering already exists. While settlement is pending, the work of the factory will go on and the laborers will be compelled to continue at their duties. Efforts will meanwhile be made to adjust disputes between employer and employee through a conciliation committee appointed to consider all complaints, with the decision of the War Department to be final.

Unrest of Labor

SINCE the Shipping Board took over all large merchant vessels flying the American flag it has been announced that the Government would requisition space for food and troop shipments to Europe. This implies that members of the Regular Army, the National Guard and the new National Army will go forward as fast as the ships can carry them. Under the most favorable conditions it will take a long time to put the main strength of America's fighting force into the field. Canada reserved all possible space on outgoing vessels for the transportation of her troops, yet with a constant stream going forward it took nearly a year to transport her army. Modern methods of warfare will cut down training in American camps, which will reduce delay from that cause, while with the Regular Army and the National Guard there will be but little preliminary training. The essential problem therefore becomes one of adequate transportation. Under the best arrangements our troops will scarcely be in France in large force and ready for trench work before next spring. This opinion is based on the assumption of two to three months train-

AFTER three months the administration food bill has become a law. When the "gabfest," as Senator John Sharp Williams, of Mississippi, called it, was concluded, the tireless opposition registered seven votes against it. The negative votes were cast by Hardwick, Hollis and Reed, Democrats, and France, Gronna, La Follette and Penrose, Republicans. Senator Gore, of Oklahoma, a pronounced opponent, was paired with Senator Sherman. All of the President's wishes in food legislation triumphed at the final passage of the bill. One of its opponents claimed that the public did not know what the measure meant. It gives to President Wilson greater power than is wielded by any other ruler in the world. It provides for Government control of food, feeds and fuel. There will be a one-man administration and no checking of accounts by a Congressional board, as was earlier advocated. A licensing system gives the President power over dealers; he can close exchanges and boards of trade at his will, and he has full authority to buy, control and sell wheat, flour, meal, beans and potatoes at his discretion. He will also buy and sell fertilizers to the farmers. The bill provides drastic penalties against hoarding and speculation and guarantees \$2 a bushel as the minimum price of wheat, thereby establishing a new stand-

One-Man Power at Washington

ard of value for money. Although it has been shown that the amount of food grains entering into the manufacture of distilled liquors is negligible, the bill prohibits the use of foodstuffs in distilled liquor making, which may extend to the making of beer and wine if considered necessary. Taken in connection with other war legislation, the one-man power in the greatest of democracies now surpasses any previously granted any individual in the world's history by the free will of the people.



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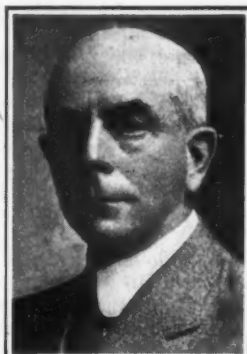
OSCAR A. PRICE

Publisher of a newspaper in West Virginia, who was made director of publicity for the second Liberty Loan, to succeed Robert W. Woolley, who handled the first loan. Mr. Price has been auditor of the Interior Department for four years.



C. T. WILLIAMS

Manager of the investment department of the Fidelity Trust Company of Baltimore, Md., who was recently appointed secretary and treasurer of the Red Cross Commission to be sent to Rumania, for much-needed service in that war-swept country.



J. H. BARR

One of the ablest banking men in the South and chairman of the board of directors of the First National Bank of Birmingham, the largest financial institution in Alabama. Mr. Barr is a favorite in social and club circles.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

As a rule, Wall Street is in one of three different stages. It is either advancing with a strong upward pressure, declining with a steady downward tendency, or wavering between the two, which means uncertainty. At present it is in an uncertain condition.

There are reasons to believe that the "peak" has been reached for the present in some of the industrials which have been peculiarly advantaged by the war orders. The failure of Steel column to respond to its tremendous earnings for the June quarter has been the occasion of much comment, but other prominent industrials show extraordinary earnings, while the quotations of their shares do not respond, as they ordinarily would and should, to these phenomenal earnings.

The recent statement of the Corn Products Refining Company, one of the most wonderful it has ever made since that experienced captain of industry, Mr. E. T. Bedford, has had it in charge, has been followed by equally encouraging statements by the Union Bag & Paper Co., by the Colorado Fuel & Iron, the American Beet, and other industrials, though the prices of their shares have not reflected their earning powers. Perhaps they will do so after Congress has adjourned.

Unquestionably one of the doubtful factors is the uncertainty regarding the amount of war taxes which our prosperous corporations will be called upon to meet, and the danger feared from the price-fixing program at Washington. Few appreciate the prodigious levy the corporations are about to be called upon to pay. One estimate has it that the Steel Corporation will have a war tax bill this year of over \$200,000,000. This is equal to one-fifth of the entire expenditures of the Government a few years ago.

Has it occurred to my readers that there is justification for the defense of big business which they have found in this column from time to time? Who would

bear the burden of this terrible war if there were no big business interests with earnings large enough to respond? Could the war taxes be placed upon the prosperous wheat growers and cotton producers, the workmen in the factory, the professional or the small business man?

True all of these will be asked to pay their part of the expenses of the war, but how small this part will be compared with the aggregate expected from the large corporations. The latter should pay a tax on profits, but it should be so equitably and justly levied that everyone would do his patriotic part. Let us be thankful that we have successful, enterprising big corporations that can take the great weight of the burden from the shoulders of the masses.

The reduction of the dividend on Studebaker, the passage of the dividend by Saxon, and other incidents in the automobile field have their significance and indicate that in some instances the peak of business was reached at the beginning of the year. The statement of President Erskine should be read by every Studebaker stockholder. It is frank and instructive.

Careful investors are making their customary survey of the business situation. They are more and more inclined to the belief that the speculative tendency toward the industrials, and especially the automobile stocks, has been seriously interrupted.

Speculators are never satisfied to be still. There must always be "something doing." If they are not active in one field, they seek another. They are explorers of finance, the prospectors looking for new fields to develop.

They are now devoting their attention to the long-neglected railway securities, in which the best earnings for many years are being reported. The moment that speculation begins to turn toward the railways and these show an appreciation, the public, which always follows the crowd, will begin to come in.

I have often remarked that the best time to get into the market is when other people generally seem to be getting out and to buy what they are selling. At present it looks as if the railroad stocks, and especially some of those that have safely passed through reorganization surgery, would be the most attractive for the investor who likes a fair return on

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his money in dividends, and also a fair prospect for a speculative profit. Stocks of this character offer a much better chance for the investor and speculator than shares of some of the low-priced industrials, oil and similar securities for which a market is being sought under the windy stimulus of puffing promotion by various financial writers. These low-priced, non-dividend payers are not as attractive as the low-priced, dividend-paying railroad securities or even the non-dividend payers of the latter class.

H., St. Louis, Mo.: Firestone Tire & Rubber Company is prosperous and the stock is in the investment class.

G., New York: I. M. M. preferred, now paying 6 per cent. and with 82 per cent. in dividends in arrears, C. R. I. 6 per cent. preferred and Wabash preferred A paying 4 per cent., are all fairly good for the patient holder. The par value of I. M. M. preferred is \$100.

C., Columbus, O.; L., Louisville, Ky.: An error was made in this column recently regarding the Columbia Gas & Electric Company's dividend. An initial quarterly dividend was paid in May and a second dividend was lately declared. The officers express confidence that this dividend can be maintained.

E., Chicago, Ill.: Your Butte & Superior stock is yielding on purchase price nearly 11 per cent. in regular dividends. The company has paid several good extras, more than a conservative policy would dictate and 1916 showed a deficit. It is said that the company can maintain its regular \$5 per share dividend. Buy the stock outright.

B., Washington, D. C.; N., Cambridge, Mass.: The East Coast Fisheries Company lately incorporated will engage in the legitimate business of catching and selling sea-fish and utilizing fish by-products. It plans to build 10 steam trawlers and it has an option on an established fish-preserving plant in Maine. The company's officers are men of means and good repute.

A., Tipton, Ind.: Ill. Pipe and Southwest Penn. are business men's investments, making good yields. Midwest common and preferred have possibilities, but it is safer to take a good profit. Sequoyah Oil, though a dividend payer, is highly speculative. Merritt-Anne is a new company which seems to be trading on the name of the Merritt Oil Company. Its future is uncertain.

M., Toronto, Canada: Although Anglo-French bonds and United Kingdom of Great Britain bonds are undoubtedly safe, American Foreign Securities Company's 3-year 5's are safer because they are backed by collateral. The preferred stocks of leading industrial companies make good returns and are readily salable. Among these are American Sugar preferred, American Smelting preferred, U. S. Steel preferred, and Corn Products preferred.

S. D. J., Missouri: The decline in market price of Texas Company was not due to falling off of the company's earnings or to impaired prospects, but to the large issue of new stock, which old stockholders were given the right to purchase at par to the extent of 1/4 of their holdings. Texas Company "rights" are quoted at 21. Add that to present quotation for stock to get its true value. The stock is still desirable. So is C. F. & I. common, now a dividend payer and earning much more than the dividend. Because of its low price there may be more speculative possibility in C. F. & I. than in Texas Company.

"Rim," Villa Rica, Ga.: (1) Among the good stocks that might be bought on the partial payment plan are Corn Products Ref., U. B. & P. new, Atchison, So. Pac. and Union Pac. (2) Although Federal Oil preferred is a dividend payer, I do not recommend purchase of common, which is still a long-pull speculation. Washington Oil is in the S. O. group, but the company is small and its dividend record not regular. It paid no dividend in 1915, but 40 per cent. in 1916. The stock is selling at three times par. (3) It would seem better to hold No. Pac. than to sacrifice it. I never saw much in Inter-Continental Rubber, and do not now consider it a stock on which to base expectations.

L., Appleton, Wis.: The liquidation in the motor stocks has brought them down to a point where in the best of them many are evening up by buying additional shares. It was clearly a mistake for some of them, like Studebaker, to pay such generous dividends as they did, but at the time these no doubt seemed to be justified. Studebaker has returned to a conservative policy and has just reduced dividend on common from 10 per cent. to 4 per cent. on account of the uncertainties of the future and the need of conserving working capital. The company's sales of autos declined on our entrance into the war, but have since improved and the company's vehicle factories are doing a heavy business.

V., Wheeling, W. Va.: Whenever public buying is directed toward a certain class of stocks—whether it be oil, copper, steel or railroads—it is likely to go on until it is carried too far. The air-craft stocks—there are only about two of consequence, Wright-Martin and Curtiss—are now in the limelight. Both of those named have strong financial backing, and are doing a big business, which the war will tremendously increase. Both have had a heavy advance. Whether this has discounted the future I am unable to say, because the companies' balance sheets are not in evidence. Usually when a new line of securities begins to move it has a fairly long run of popularity and affords good chances for the watchful speculator.

W., Hazelton, Pa.: 1. This is rather too uncertain a market to pick out winners. It is safer to wait until taxation rates on corporations have been finally determined by Congress. 2. Aetna is in the hands of receivers, but its condition is improving. American Can is paying no dividends. Ore is making a small return. None of these three is at present attractive. Maxwell first preferred may be bought on reactions. Central Leather pays a dividend and might be purchased on reactions. Barnett Oil & Gas is a dividend payer, but I do not recommend the low-priced oil stocks. Crucible preferred is a business man's investment. The arrears on it have been paid. The common is now in line for a dividend.

M., Brooklyn, N. Y.: (1) Your 30 shares of Ohio Cities Gas Company average \$69 1/2 as against present market price of \$57. As the stock is on a 5 per cent. dividend basis, you are receiving about 7 1/2 per cent. on investment. The company reports prosperity and you are not yet in a position to worry seriously. The shares may in time recover some of the loss. (2) Don't be deceived by the telegram method of stirring up interest in particular stocks. This device has been employed in the promotion of many purely speculative concerns. If an enterprise has real merit its backers do not need to resort to sensational tactics. United Western is not much lower than your purchase price, but the proposed acquisition of new properties will not necessarily add to its merit.

D., Kansas City, Mo.: The great decline, to which you refer, in automobile manufacturing companies' stocks was due to various causes. There was an increase in the cost of labor and materials threatening a serious reduction in profits; owing to the outbreak of the war, and the need of economy it suggested, orders for pleasure cars fell off; Congress appeared bent on inflicting excessive taxes on corporations; and then the bears took advantage of the situation to create a scare about cutting or passing dividends and to shatter prices. Apparently the effects of all these adverse influences have been discounted and the motor shares should now hold their own, if they do not do better. The increased government and private demand for motor trucks has to a large extent made up the loss to leading companies of decrease of pleasure cars orders. Reduction or suspension of dividends would indicate a conservative policy. Many consider the better motor stocks excellent speculations at their present prices.

New York, August 16, 1917.

JASPER.

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Should the copper stocks be bought at present prices? Before buying it would be well to consult the free book of complete statistics on over 200 companies prepared by L. R. Latrobe & Company, 111 Broadway, New York. These and other issues are dealt in by this house on the partial-payment plan.

Those who seek a clear understanding of the financial situation should consult "The Bache Review," widely noted for its sound and unprejudiced opinions of events. Its investment suggestions also are valuable. Copies of the "Review" will be mailed free on application to J. S. Bache & Company, members N. Y. Stock Exchange, 42 Broadway, New York.

To many conservative investors securities based on real estate are the most attractive. The Salt Lake Security & Trust Company, Salt Lake City, Utah, has sold large amounts of its 6 per cent. Secured Real Estate Certificates to patrons in all parts of the country. A booklet describing the investments offered by the company will be sent without charge to any address.

The billions of bonds to be issued by the United States Government will play an important part in the financial situation. Investors may obtain expert advice regarding these issues from C. F. Childs & Company, specialists in U. S. and foreign government bonds, 208 So. La Salle St., Chicago and 120 Broadway, New York. The company sends upon request its analytical pamphlet L-9.

Owing to uncertainty regarding war taxes and the rate of interest on future Government bonds, big bond buyers are not purchasing as usual. This has had its effect on prices and there is now an unusual opportunity for small buyers. It is fully explained in circular J-4, "War Tax Opportunities," sent free to any applicant by John Muir & Company, specialists in odd lots, and members N. Y. Stock Exchange, 61 Broadway, New York.

Investors desiring to know what precautions should be taken to insure safety of their funds should read the interesting booklet, "Acid Tests of Investments in War," issued by the well-known bond house, S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. The booklet will be sent free, with an investment list describing well-safeguarded first-mortgage bonds netting 5 1/2 to 6 per cent., to all who write to Straus & Company for circular No. M-703.

Because the arrival of the United States Army in France marked an epoch in the histories of the sister republics, the Guaranty Trust Company of New York City has issued a booklet entitled "France and America." This outlines the services the Trust Company's Paris office offers to American business concerns and individuals, and to Americans with the armies in France, and deals with the mutual interests and obligations of the two countries. Copies of the booklet will be sent free by the Guaranty Trust Company.

Attention is called to an attractive public utility investment by the National City Company, National City Bank Building, New York. This responsible house offers the first-mortgage 6 per cent. gold bonds of the Southern California Gas Company. Sinking fund payments will aggregate 48 per cent. of these bonds by maturity. The franchises are entirely adequate. Earnings are more than 2 1/2 times interest requirements, and replacement value of property largely exceeds the bonded debt. Price 100 and interest, yielding 6 per cent. Complete descriptive circular L-72, will be supplied on request by the National City Company.

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American business concerns and individuals having interests abroad will find it to their convenience and advantage to bank with our Paris office. It will be our effort to be useful in every possible way to American citizens traveling abroad and to those with the armies in France.

A few of the many services we owe to France, together with an abstract covering some of her achievements in industry, commerce, and finance, are set forth in a booklet, "France and America", just issued by this company, which will be sent on request.

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Commercial opportunities for American business men abroad—especially in South America—were never better than they are today.

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225 Fifth Avenue

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Russia's Women Soldiers



SOLDIERS OF THE BATTALION OF DEATH

The women of Russia are in Arms and already the "Battalion of Death" has proved its worth. Girls of all classes are in the ranks and the battalion forms one of the most striking results of the revolution. In the recent retreat on the Eastern front the morale of the women soldiers went far toward steadying the breaking lines. The "Battalion of Death" has made several bayonet charges and has lost many members. It is said that each soldier carries a vial of cyanide of potassium to take in case of capture.

THE Petrograd Military Union of Women Volunteers in a recent appeal to Russian women to join the women's fighting battalions set up nine rules to govern the conduct of the recruits. The appeal, in full, follows:

"Women citizens: All to whom Russian liberty and happiness is dear, hasten to join our ranks. Hasten; so long as it is not too late, to stop the disintegration of our beloved country. Through direct participation in military operations, without sparing our lives, we, women-citizens, must raise the spirit of the army, and, through educational propaganda in its ranks, build an intelligent understanding by the free citizen of his duty toward the fatherland.

"Persons not younger than sixteen presenting certificates of citizenship, character and education, are accepted in the women's fighting battalions, organized with the permission of the War Department. They are then subjected to a medical examination, are initiated into the regulations of the battalion and sworn in. The existing military rules in the army are thereby fully accepted; the

salute, as a sign of courtesy, is obligatory. The officers appointed by the War Department should have an education not lower than of high school. All the members of the battalions are bound to observe the following:

- "1. First of all, the honor, freedom and welfare of the country.
 - "2. Iron discipline.
 - "3. Firmness and steadfastness of spirit and purpose.
 - "4. Bravery and recklessness.
 - "5. Precision, accuracy, persistency and rapidity in the execution of orders.
 - "6. Absolute honesty and a serious attitude toward the work.
 - "7. Cheerfulness, politeness, kindness, sympathy, cleanliness and punctuality.
 - "8. Consideration for the opinion of others, the fullest mutual confidence and nobility of purpose.
 - "9. Quarrels and personal feuds are inadmissible as degrading.
- "Those guilty of breaking the above rules shall be subjected to the most rigorous punishment for disgracing the name of the Russian woman."

Watching the Nation's Business

(Continued from page 271)

ing here, free transportation facilities, training in France behind the battle-lines, and the likelihood that participation to any large extent by American troops will not take place until Pershing is ready to take over exclusively a definite sector.

THE conditions under which the registration of eligibles was made admitted of no arguments. Rich and poor, strong or decrepit, those of eligible age were compelled to enter. When is a 'their names on the nation's Slacker? roll of honor. But there has since arisen some discussion as to "slackers" that may have its effect on exemption rulings. One rich New Yorker cogently argues that his new wife is a dependent, and he says he avails himself of that fact in filing an exemption plea until he is sure she is fully provided for in the event of his going to the front. Ouimet, the champion golfer, seeks exemption to play for the Red Cross. "I have already given exhibitions in the middle West and succeeded in raising

funds," he said. "I would be of more benefit to the country playing in the golf matches than as a soldier." Ouimet is not an American citizen, but, apart from his chance to "do his bit" better otherwise, he says he would like to go. Champion Willard has tried three times to enlist, without avail, which puts him out of the charge of slacking. Charlie Chaplin, film favorite and British subject, says also that he is doing more good where he is than as a trench fighter. He has already contributed largely to the British war loan and the American Red Cross. The British embassy at Washington is satisfied with Chaplin's position, and announces unofficially that he is not a slacker. As for the registrants under the selective conscription law, however, the American idea is that exemptions must apply equally and alike to all. It is highly improbable that the money-making capabilities of any of those subject to the draft will be considered as grounds for exemption, even though their entire incomes were contributed to the cause.

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HOW AN AMERICAN FIGHTS

eleven days held at bay five thousand Mexicans led by the treacherous, blood-thirsty Santa Anna. Nearly one thousand of the foe already lay rigid in death outside the walls of the Alamo before the unerring aim of its handful of defenders.

Backed against a wall, using the keen, death-dealing "Betsy" as an iron war club, the old frontiersman still hurls defiance at his enemies as they swarm about him, leaping like hounds upon a great stag. Yells, curses and groans, like the gibberings of the damned, rise from the stricken Mexican soldiers as he piles them in contorted heaps before him.

But numbers tell. They pull him down, bury their bayonets in his great heart, spurn him, trample upon him, spit upon him.

Thus died "Davy" Crockett, typical American, author of the famous motto, "Be sure you're right, then go ahead," one of that numerous band of American fighters in the cause of human liberty whose inspiring stories are so splendidly told by Cyrus Townsend Brady in this *New Edition* of

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